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ONE SHILLING.

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THE HAPPY PRINCE: A PICTURE TAKEN DURING THE ROYAL TOUR.

The Prince of Wales has captivated all hearts wherever he has been on his tour, and his progress has been one long ovation. The accounts of the various official and unofficial appearances which the Heir to the British Throne has made in Canada and elsewhere are

nothing but delighted appreciations of the Prince's unaffected and boyish charm of manner. Prince Charming, however, is managing to extract as much pleasure from his tour as he is giving to others—as our photograph shows.

PHOTOGRAPH BY C.N.

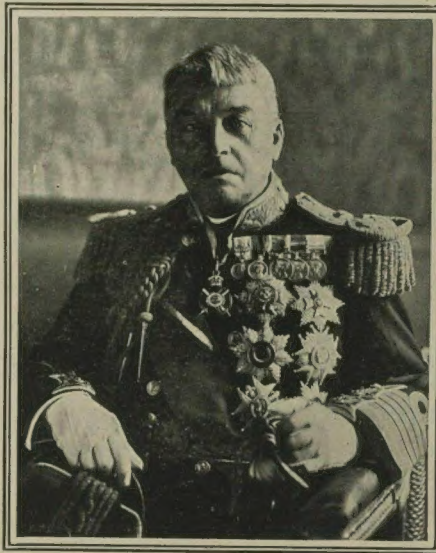


By G. K. CHESTERTON.

LUDENDORFF has written a book to explain that he took the field "with chivalrous and humane conceptions of warfare"; and that he was largely responsible for the unrestricted submarine warfare against small and neutral boats. Those two facts will be sufficient food for any mind approaching it merely with an appetite for humour. But there is one detail in his declaration which has a certain serious historical interest. The passage about his humane and chivalrous feelings occurs, of all places in the world, in the account of the invasion of Belgium. And I am delighted to say that what shocked Ludendorff's humanity and chivalry was the conduct of the Belgians in being invaded. In the face of the facts, attested ten times over, about the crowds of Belgians shot down practically without inquiry, he repeats his lesson to the effect that only men found shooting were shot. And being shot by Belgians was the only thing in Belgium that shocked his chivalric humanitarianism. "This *franc-tireur* warfare was bound to disgust any soldier. My soldierly spirit suffered bitter disillusion."

It is astounding how clumsy Prussians are at this sort of thing. Ludendorff cannot be a fool, at any rate, at his own trade; for his military measures were often very effective. But without being a fool when he effects his measures, he becomes a most lurid and lamentable fool when he justifies them. For in fact he could not have chosen a more unfortunate example. A *franc-tireur* is emphatically *not* a person whose warfare is bound to disgust any soldier. He is emphatically not a type about which a general soldierly spirit feels any bitterness. He is not a perfidious or barbarous or fantastically fendish foe. On the contrary, a *franc-tireur* is generally a man for whom any generous soldier would be sorry, as he would for an honourable prisoner of war. What is a *franc-tireur*? A *franc-tireur* is a free man, who fights to defend his own farm or family against foreign aggressors, but who does not happen to possess certain badges and articles of clothing catalogued by Prussia in 1870. In other words, a *franc-tireur* is you or I or any other healthy man who

of trousers. The distinction is not a moral distinction at all, but a crude and recent official distinction made by the militarism of Potsdam. If Ludendorff had said that he was forced to carry it out because it was imposed by the militarism of Potsdam, he would be perfectly right, and



A CRITIC OF THE NAVAL POLICY OF THE GOVERNMENT: LORD FISHER.

Admiral of the Fleet Lord Fisher of Kilverstone, whose outspoken criticisms of the Naval policy of the Government have caused much comment, is now writing his autobiography, much of which will be published in the "Times," and also a series of short articles on the Navy, which have already started to appear. Lord Fisher was First Sea Lord from 1904 to 1910.—[Photograph by Haines.]

entitled to respect as a soldier doing his duty. When he says that his soldierly spirit suffered bitter disillusion, he is manifestly a snivelling humbug. If that was his disillusion, what was his illusion? Had he lived in the happy dream that Belgians would enjoy being invaded? Had he believed in his innocence that a peasantry could have no temptations to resist the license of a soldiery? Even if Prussians could think it wholly right to behave as they behaved to Belgium, they could not possibly think it horribly wrong for the Belgians to resent it. On all that side there is nothing but a hideous humour about the German general's hypocrisy. He goes through a country in which babies were spitted on bayonets and children found bleeding to death with their hands cut off; until at last he catches sight, in the crowd, of a Belgian carrying a gun without a uniform; and his soldierly spirit suffers bitter disillusion.

This is funny; but this is not the interesting point in history and psychology. The real point is not his attempt to deceive, but his inability to deceive. Having been told to contort his wooden Prussian face into a fine expression of sensitive and sympathetic indignation, he has not the least notion of how to do it. If he had said the Belgians tortured his soldiers, or betrayed their own soldiers, there would be some meaning in the phrase about things bound to disgust any soldier.

For the plain truth is that Ludendorff has not the most shadowy notion of what anybody means by talking about chivalrous and humane

conceptions of warfare. They are all dead words to him which he thinks it convenient to adopt, and does not think it possible to understand. He uses civilised terms, but does not know how to use them rightly. It is as if a cannibal thought that our disgust was a matter of taste in cookery, and showed his culture by a few French words out of a menu. His soldierly spirit can produce a disillusion as bitter over a man without a helmet as over a child without a head. In short, the whole thing is a dull, elaborate lie; but the interesting part of it is not that the Prussian can lie, but that the Prussian cannot deceive. And he cannot deceive because he does not even understand what he is pretending to be.

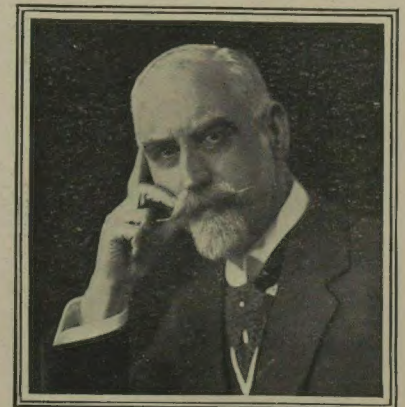
There is nothing new or odd about this to anybody who knows anything about German history. The root of this, as of all other realities involved, is in one fundamental fact: that Prussia really came from outside Europe, just as Turkey really came from outside Europe. She has not been inside our civilisation from the first; she was a thing of ancient barbarism modernised in a hurry. As the North Germans were never enough within the Roman system to absorb the true idea of citizenship, so they were never enough within the mediæval system to absorb the true idea of knighthood. Hence, while there may be great stories of Prussian valour, and certainly of Prussian victory, there are literally no great stories of Prussian chivalry. There are no legends about the great Prussian soldiers like the legends about Bruce or the Black Prince, let alone about Bayard or St. Louis. Frederick the Great was certainly a fine soldier. Moltke was certainly a fine soldier. But even those wriggling sophists who tried to pretend that they were just, never pretended that they were generous. Ludendorff may be a fine soldier, but he is certainly a Prussian soldier. And his capacity for any generous emotion may be exactly measured by his evident incapacity to simulate even a generous anger. In future it will be well for the pro-Prussian apologists, now more active than ever, to keep their propaganda in the hands of the more intelli-



A CRITIC OF OUR POLICY IN RUSSIA: LIEUT.-COL. SHERWOOD-KELLY, V.C.

Lieut.-Col. J. Sherwood-Kelly, V.C., who has recently returned from Archangel, asserts that the relief force in Russia is being used for offensive purposes.—[Photograph by Lafayette.]

found himself, when attacked, in accidental possession of a gun or pistol, and not in accidental possession of a particular cap or a particular pair



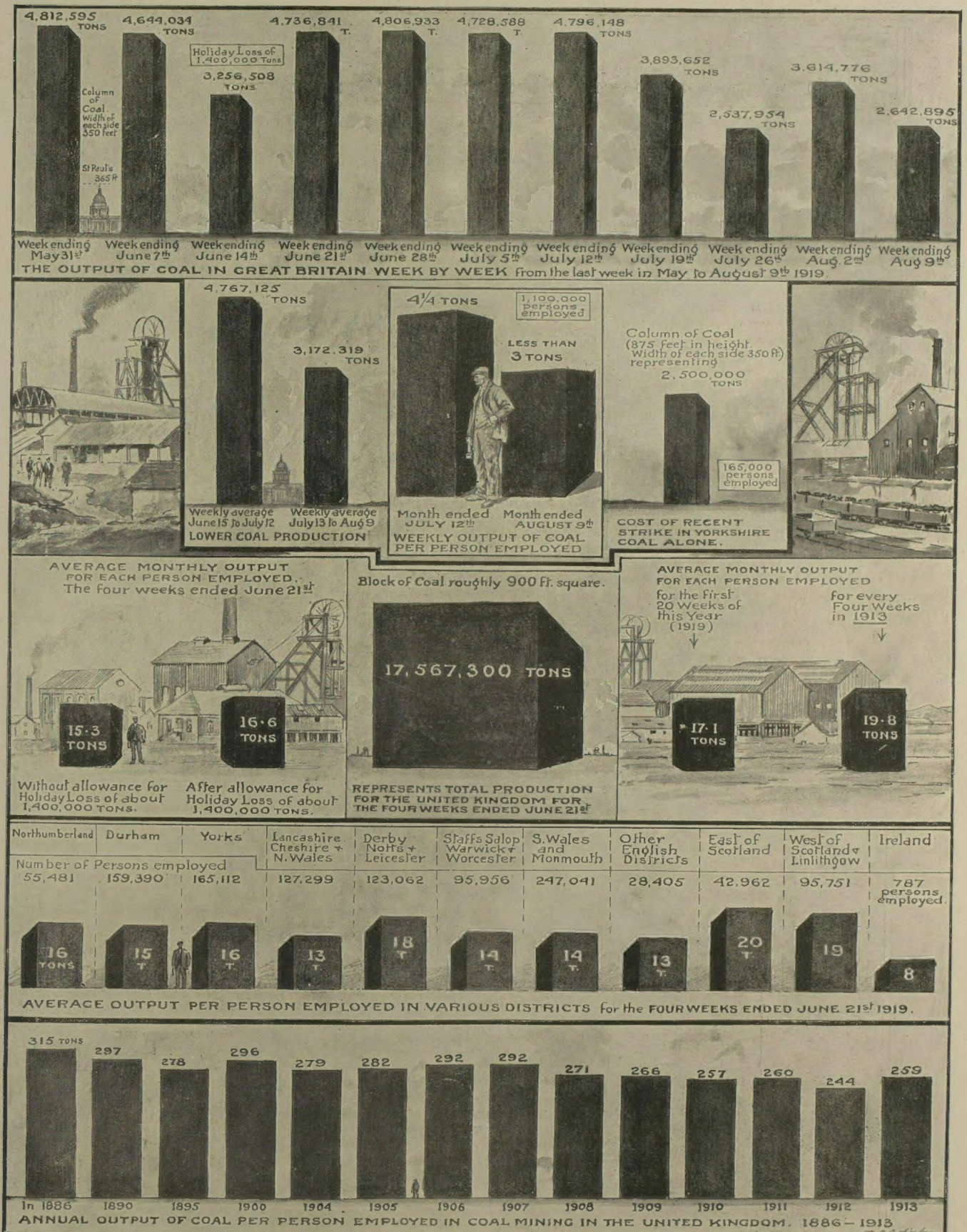
SHIPPING MAGNATE AND M.P.: THE LATE MR. R. B. STOKER.

A bye-election will be caused by the death of Mr. R. B. Stoker, Coalition M.P. for Rusholme Division of Manchester, and a well-known shipping magnate.—[Photograph by Sandy.]

gent traitors of England, France, and America. If they are wise, they will tell the Prussians themselves to be silent.

A MENACE TO INDUSTRY: OUR DWINDLING PRODUCTION OF COAL.

DRAWN BY W. B. ROBINSON.



SHOWING THE SHRINKAGE IN THE OUTPUT OF COAL: SOME STRIKING COMPARISONS.

The diagrams shown above give a graphic idea of the dwindling output of coal in the British Isles in recent months. An official return issued by the Board of Trade shows that whilst for the week ending May 31 of this year the total output of coal was close upon five million tons, for the week ending August 9 it was little more than two and a-half million tons. The drop has been practically continuous week by week over the whole of the period between those two dates. The Report gives an interesting comparison

of pre-war output in Great Britain, the United States, and Germany, which shows that the average output per person employed in the United Kingdom for the nine years from 1905 to 1913 is only 44 per cent. of the average output for the same period in the United States. As compared with Germany, the average output per person employed for the same period in the United Kingdom is 6.6 per cent. higher, but the output in Germany has been increasing.—[Drawing Copyrighted in the United States and Canada.]

AN ALL-DAY DANCE: WEDDING CELEBRATIONS NEAR LAKE TANGANYIKA.

DRAWN BY FRÉDÉRIC DE HAINEN FROM MATERIAL SUPPLIED BY CAPTAIN F. RUSSELL ROBERTS.



TO THE MUSIC OF A COOKING-POT AND A THREE-LEGGED STOOL!

UFIPA WOMEN DANCING TO AN "INVISIBLE" BRIDE AND BRIDEGROOM.

Describing the illustration: Capt. Russell Roberts writes: "Ufipa is one of the remotest parts of Africa—situated in 'German' East Africa, adjoining Lake Tanganyika, Lake Rukwa, and North-Eastern Rhodesia. The natives are most primitive. On the occasion of a marriage, a dance is held lasting all day; the bride and bridegroom are 'invisible' all the time. The dance is of the most monstrous type. Women only take part and dance round and round a circle, stamping their feet to the accompaniment of a constantly repeated song with the minimum of tune. The band consists of an inverted earthenware cooking-pot and a three-legged stool. These stools are made in one piece, and are hewn, legs and all, from a section of a trunk of a tree.

The musician produces the necessary notes by turning the stool round and round on the base of the cooking-pot, causing a sound like a rusty saw. The dance continues all day, and the women work themselves up into a state of excitement which causes them to drop out one by one overcome with fatigue; only to renew their antics when they are sufficiently recovered. Married women take part as well as maidens, and are in no way inconvenienced by their babies, whom they carry on their backs; nor do the babies make the slightest objection. In this tribe, shaven heads are the fashion for ladies, with a strip of hair left down the middle of the skull. This tonsorial effort is achieved by the sharpened edge of a spear, assisted by much vegetation."

MATTERS OF INTEREST.

THE STORY OF "LA LIBRE BELGIQUE."

I WONDER how many of the readers of this Journal have had access to a little monograph published in Brussels this year entitled, somewhat grandiosely, "Histoire de 'la Libre Belgique' clandestine"?* It is probable that few have had the opportunity of knowing the details of a perilous enterprise which was typical of the spirit of the Belgian people when under the heel of the German conquerors. Yet this little book, simply written, without elaboration or exaggeration, gives an account of perseverance and courage for a patriotic cause that has never been equalled in the history of the Press. And I am convinced that no fiction by Conan Doyle or John Buchan could rival in interest the true story of the persistence of that wonderful paper, *La Libre Belgique*, in face of the most strenuous persecution on the part of the German authorities.

The history of the publication of *La Libre Belgique* in defiance of the conqueror's orders can only be told briefly here. To realise accurately the necessity for this journal, which led to so much courageous self-denial on the part of its promoters, you must imagine the conditions as they existed during the German occupation of Belgium. On the very day of the fall of the capital, the whole Press in Brussels preferred to cease to exist rather than speak against its conscience; with the result that the Belgian public received its news from the outside world by means of Teutonic publications, which naturally presented events in a pro-German light. The spirit of the people was being gradually sapped from hearing only what was calculated to depress and dishearten, and it was essential that something should be done to counteract this slow poisoning of their moral courage.

It was at this critical period that M. Victor Jourdain—former editor of the *Patriote*, now an old man seventy-four years of age—stepped into the breach. This great patriot, realising that it was not sufficient to issue the anonymous pamphlets which he wrote and distributed from time to time at great risk to himself, and that a more regular and more widely distributed antidote was required, conceived the hazardous idea of the publication of a paper which he aptly named *La Libre Belgique*.

In spite of the peril incurred in the undertaking, for the Germans were not gentle in their treatment of those who infringed their rigid rules, M. Jourdain found younger assistants without difficulty, in the persons of Eugène Van Doren and the Jesuit Father Paquet; and the first issue of the paper that was destined to have such a chequered career was successfully achieved, the edition reaching a total of 1000 copies. Several reprints were subsequently made, the copies passing from hand to hand. The venture was thus well launched, and continued, with more or less regularity, throughout the German occupation.

The methods and devices by which the paper was edited and printed read more like a story of Arsène Lupin than anything else. M. Jourdain's editorial office was equipped to prevent surprise by the police. An electric bell was put up to give warning of any unwelcome visitors, and hiding-places for manuscripts were constructed in the pipes of the radiators and even in the panels of the door. The articles were taken from the editorial to the printing office in the hollow of a walking-stick carried by Van Doren; and the printing press itself was eventually erected in a space behind a false wall similar to the priests' hiding-places of many of our older country houses. To this machine-room the only access was by a hidden trap-door in the ceiling. The ingenious methods of distribution of the paper read also like a romance.

The little journal, which carried a message of hope to many a weary heart, was published, on an average, once a week, and after a year's life reached the astonishing circulation of 25,000 copies. To realise how wonderful this was, it must be remembered that the Germans made special efforts to suppress the contumacious journal. Nothing was spared to effect this, and a veritable army of police and spies was employed for the purpose; but in spite of their vigilance, the paper continued to be circulated throughout Belgium. The rage and injured dignity of the haughty German must have been particularly sweet to the Belgian sense of humour, especially when it is remembered that the audacity of the distribution of the paper went so far as to ensure that Von Bissing (then, Governor in Brussels) had a copy of the first number, and many subsequent numbers, on his desk in the morning. What were his feelings when he saw, on one of the

front pages, a portrait of himself holding in his hands a copy of the *Libre Belgique*—a clever bit of faking—with a description as follows:—"To our dear Governor, who, sick of reading the lies of the censored newspapers, seeks the truth in *La Libre Belgique*?"

The fact that the elements of comedy entered into this clandestine issue of a strictly forbidden journal says much for the sense of humour that was always conspicuous in the character of the Belgians, even at the time of their greatest trials; but, like many comedies, this one, if it did not end in tragedy, at least was attended by it. For it was certain that, in the long run, those who were concerned in such a publication in the heart of Brussels would eventually fall into the hands of the police, and the lengthy list of convictions and severe sentences make sad reading. But throughout this little book these sombre passages are lightened by the accounts of the ruses and examples of presence of mind which so often staved off the evil hour of arrest and trial. Read how Father Firsoul, feigning an incapacity to move, slipped away when the back of the soldier guarding him was turned, and made good his escape over the roofs of the neighbouring houses—an incident worthy of the pen of Dumas! Read also how Van Doren spent an anxious night in the rain among the chimney-stacks, while the police were searching within a few yards of him. Thrice the police managed to make a clean sweep of all connected with the paper. Thrice also did the sturdy *Libre Belgique* rise phoenix-like from its ashes; and for four and a-half years it triumphantly carried on the fight for the truth, until the final liberation of the capital from its oppressors.

The little monograph describes how the paper was distributed throughout the country and in the various big towns of Belgium—even in the prisons and camps for Belgian civilians and prisoners of war; but this, though extremely interesting, does not give the thrill which the earlier part of the work cannot fail to produce. It is a book which should make the Belgians proud of the patriotism of those who, with the certain knowledge that sooner or later they would have meted out to them the punishment of penal servitude, or even death, cheerfully carried out what was undoubtedly a great service to the country, without hope or desire for reward. It should also give to those who do not know the Belgians well, some idea of the sturdy perseverance and cheerful courage which are the chief characteristics of the race.

B. S. I.

WHY I STARTED THE LONDON-PARIS AIR SERVICE.

MY object in such a pioneer enterprise as the first international air service has been to demonstrate in a practical way that it is now possible, given fast machines and skilled pilots, to run an aeroplane service daily to strictly scheduled times. The speed of flying has already been proved; and, seeing that Cabinet Ministers and other prominent persons have shown themselves quite ready to use the aeroplane as a form of "super-special" train when they have been in haste, people are now fairly willing to admit that to make a journey by air is not the desperately dangerous business which it used to be considered. But still, whenever one discusses commercial flying, one is up against the rooted belief that, though one can make a flight on a fine day, it is impossible to obtain anything like reliability when one is called upon to fly day in and out in all sorts of weather.

Feeling that the only way to combat this deep-rooted belief was to run a demonstration service week after week and month after month, and show, in a way beyond all question, what can now be done in bad-weather flying, I began on Aug. 25 the operation of this London-Paris service. We knew, to begin with, that we were tackling a route on which the weather was worse for flying than it is almost anywhere else in the world, and our plans were laid accordingly. Furthermore, we felt that if we could prove our case for reliability on such a route as this, we should be able to go anywhere and run our services to a time-table.

Naturally, during our first week, we had all eyes on us, and I think that, as a result of this first week's working, we did more propaganda work for commercial flying than has ever been done before. Starting off on Monday, we ran this service from day to day throughout the week, even in the face of the most tempestuous weather, and when conditions prevailed which even a great expert like Mr. Henri Farman thought would be too much for us. In fact, on the Tuesday after we had started running, when I was in Paris, we saw the official

weather forecast, which said definitely that flying that day would be impossible; whereupon Mr. Henri Farman bet me a hundred francs that our machine from London would never come through that day. I took the bet promptly, and won it. Not only did our machine from London come through, but the machine which we sent from Le Bourget also made its journey to Hounslow. In fact, the very striking fact which emerged from our first week's working was that in point of reliability we frequently beat the railway and boat route when faced with adverse weather. More than once during the week, for example, the Continental service was an hour or more late; whereas, flying under the same adverse conditions, we were only about half-an-hour late.

I do not think I could do better than recapitulate, briefly, the result of our first week's work. On Monday, the machine left London to time and arrived in Paris to time; making the journey, that is to say, in a scheduled run of 2½ hours; and the same time-table was adhered to by the machine from Paris. On this day, as a remarkable instance of aerial speed, we sent off a special passenger at 9 o'clock in the morning. He arrived at Le Bourget shortly after 11, spent a little time there, and caught our 12.30 service back to London, actually arriving at Hounslow at 2.45, having made his out and return journey to Paris in less than six hours.

On Tuesday, though the aviators had to face a wind in the Channel which rose as high as forty miles an hour, accompanied by frequent squalls, our service ran both ways without difficulty. On Wednesday the conditions grew rapidly worse, and it was very gusty indeed, with clouds only 800 feet high; but still we managed to get both our machines through. On Thursday we were faced with conditions in which flying has probably never been attempted before. At Hounslow, when the time came for starting the machine for Paris, the wind was blowing in gusts of absolutely hurricane strength, the rain was descending with torrential force, and masses of clouds were racing within 100 feet of the ground. This being so, it was decided that this particular service should be suspended—the one service in the whole week which we did not run. On the service the other way, from Paris, Lieutenant Shaw came through with two passengers and parcels in a flight which, it is agreed, will go down in flying history as one of the most extraordinary ever made. Bad though the conditions were when he left Le Bourget, they grew rapidly worse the farther he flew; but he determined to win his way through, and did so. In the Channel he had to face gusts which varied in strength from forty to more than one hundred miles an hour; while, when he passed over the English coast, the visibility was so bad that he had the greatest possible difficulty in groping his way through to Hounslow.

On Friday our service ran again to time both ways, though there was rain on the route and low clouds. On Saturday we again made the journey both ways with absolute dependability; while in our second week's service we ran throughout without a single breakdown or delay.

A significant fact has been that the public has shown no reluctance to pay the passenger fee of 20 guineas for a single journey, nor the rate of 7s. 6d. per lb. for the carriage of express parcels by air. Each of our scheduled machines has been filled, and on several days we have been obliged to operate additional machines.

Special interest is being taken in our service now by big banking houses in London and Paris, who see how useful an air express will be to them for the transmission of urgent documents and scrip, provided that reliability can be guaranteed. The same applies, of course, to merchants and business firms. The agents who have been acting for us are, indeed, not only astonished at the bad weather we have flown through, but also at the real interest now being taken in the service by the commercial world.

Where we shall be able to render most service to the business world will be in the carriage by air of express letters. Here, now, we await final arrangements between the British and French Post Offices.

Of course, we shall always have room for passengers, and shall very gladly carry them; but the fares are necessarily high, and we do not expect business men to cross to Paris by air unless their journey is exceptionally urgent. What we do think, however, is that once the business community finds that our air service runs with the reliability we now feel sure of guaranteeing, they will discover many occasions when it will be of the utmost value, and a really good business proposition, to pay a special fee to post a letter, say, in London during the morning and to get this delivered in Paris in the early afternoon.

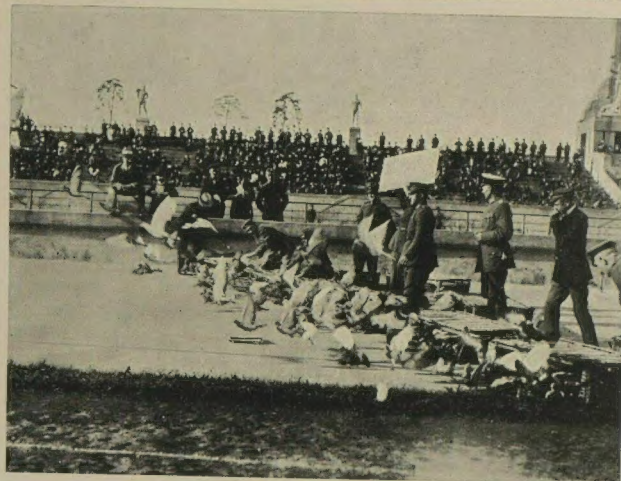
G. HOLT THOMAS.

* Plette, Editeur. Bureaux de la Libre Belgique, Bruxelles.

WITH THE GERMANS IN SILESIA; AND SNAPSHOTS FROM BERLIN.



WITH MACHINE-GUNS AND FULL KIT: COMPETITORS IN AN OBSTACLE-RACE AT BERLIN MILITARY SPORTS.



AT THE RECENT MILITARY SPORTS IN BERLIN: RELEASING CARRIER-PIGEONS AT THE MEETING.



SOLD BY AUCTION: THE EX-KAISER'S STATE COACHES OFFERED FOR SALE.



AT THE SALE OF THE EX-KAISER'S COACHES: REMOVING THE COAT OF ARMS.



WHERE THE GERMAN IS AS HUNNISH AS EVER: SOLDIERS ON GUARD IN MYSLOWITZ.



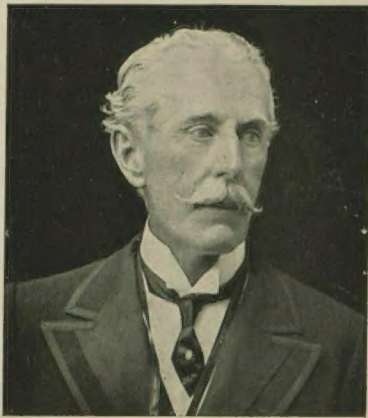
WITH HANDS CLASPED BEHIND THEIR HEADS: POLES BEING DEPORTED FROM SILESIA.

The insurrection in Silesia is being stamped out with a ruthless hand, the Germans thereby accomplishing a crime which for cruelty and cynicism equals their exploits in Belgium. The disturbances which began on August 16 are said to have been deliberately planned by the Germans in order to make the plebiscite impossible, and terrible details of the way the villagers have been rounded up, ill-treated, and deported have been given by the corre-

spondents of the "Times" and "Morning Post." One of our illustrations shows a batch of Poles being deported under military escort, and made to march rapidly with both hands clasped at the back of the head; in another picture soldiers with fixed bayonets are seen on guard in the streets of Mysłowice, where four people were shot by the Huns on August 21 under martial law. An Allied Commission has proceeded to Upper Silesia.

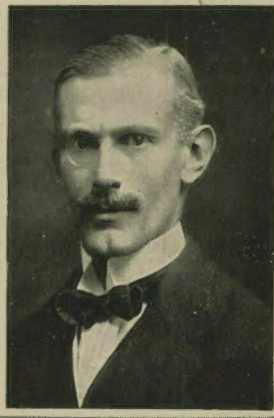
BRITAIN ABROAD: AFTER-THE-WAR DIPLOMACY.

PHOTOGRAPHS BY RUSSELL, ELLIOTT AND FRY, LAFAYETTE, BERNARD, AND L.N.A.



SIR GEORGE W. BUCHANAN
(Ambassador to the King of Italy).

Sir George was British Ambassador at Petrograd for seven years, from November 1910. From 1914 until the beginning of 1918 he was in Russia uninterruptedly.



SIR GEORGE RUSSELL CLERK
(Envoy Extraordinary and Minister Plenipotentiary to the Czechoslovak Republic).

Sir George has served at Adis Abeba, at Constantinople, and at the Foreign Office.



LORD ACTON

(Envoy and Minister to the Republic of Finland).

Lord Acton's foreign service includes work at Berlin, Vienna, Berne, The Hague, Madrid; and at Darmstadt and Karlsruhe, where he was Chargé d'Affaires.



SIR RONALD W. GRAHAM

(Envoy and Minister to the Queen of the Netherlands).

Sir Ronald is best known for work in Egypt, where he has held such appointments as Adviser to the Ministry of the Interior and Counsellor to the British Agency.



SIR HORACE RUMBOLD

(Envoy and Minister to the Republic of Poland).

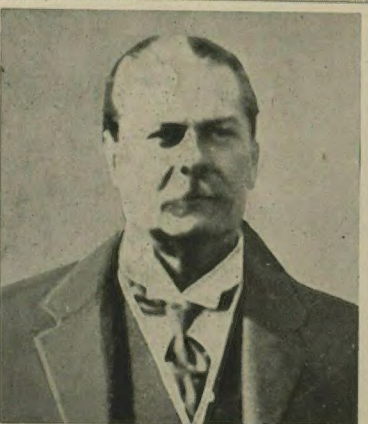
Sir Horace became Minister at Berne in 1916. Just before the war he was Chargé d'Affaires at Berlin, where he was previously Counsellor of Embassy.



THE HON. THEO. RUSSELL

(Envoy and Minister to the Swiss Confederation).

At the outbreak of the war, Mr. Russell was Counsellor of Embassy in Vienna. As Diplomatic Secretary, he accompanied Mr. Balfour to the Peace Conference in Paris.



MR. COLVILLE A. DE R. BARCLAY

(Envoy and Minister to the King of Sweden).

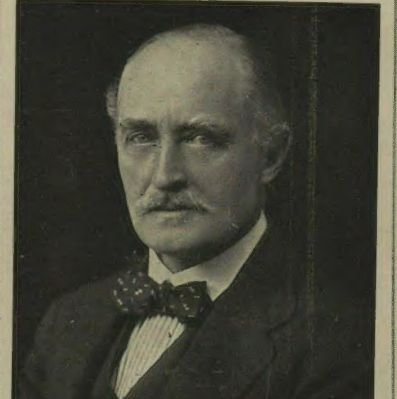
Mr. Barclay was Counsellor of Embassy and Chargé d'Affaires at Washington from October 1913. His service includes Vienna, Sofia, Paris, and Bucharest.



SIR CHARLES ELIOT

(Ambassador at Tokio).

Sir Charles was appointed British High Commissioner in Siberia last September. He has held various important appointments, diplomatic and otherwise.



SIR ESME W. HOWARD

(Ambassador to the King of Spain).

Sir Esme acted at the Peace Conference as British representative for all matters relating to Northern Europe. During the war he was Minister at Stockholm.

To the various appointments in his Majesty's Diplomatic Service mentioned above must be added that of Sir Charles Alban Young as Envoy Extraordinary and Minister Plenipotentiary to the King of the Serbs, Croats and Slovenes, and that of the Hon. W. Erskine as Envoy Extraordinary and Minister Plenipotentiary to the Republic of Cuba. With regard to Sir Charles Eliot, it should be noted that the appointment mentioned has not

been announced officially. Reuter, quoting a despatch from Tokio, states that Sir Charles is to be the new British Ambassador at Tokio, in succession to Sir Conyngham Greene, who has held the post since 1912. Sir Charles has considerable experience of the Near East, and has been Principal of Hong Kong University. He was also Commissioner for British East Africa at one time, and is reputed to speak twenty-three languages.

EVER A FIGHTER: THE DEATH OF A GREAT SAILOR.

PHOTOGRAPH BY SWAINE.



THE MOST POPULAR NAVAL OFFICER OF HIS TIME: THE LATE ADMIRAL LORD BERESFORD.

The country heard with the greatest regret, on September 8, that Admiral Lord Beresford had died suddenly as the result of an attack of cerebral apoplexy on the Saturday night. Thus passed a born fighter, who was never happier than when engaged in war, or in controversy about the Navy he loved so well. Charles William De la Poer Beresford was born in Ireland on February 10, 1846, second son of the fourth Marquess of Waterford;

and, after a private education, entered the "Britannia," as a cadet, in 1859. His popularity with the people was immense, and his name was ever one to conjure with after the "Well done, 'Condor'" exploit. He was raised to the Peerage in 1916, as Baron Beresford of Metemmeh and of Curraghmore. He leaves two daughters, but no male heir.

THE WORLD OF FLIGHT

ON THE CARIBOU QUESTION AGAIN.

By C. G. GREY,

Editor of "The Aeroplane."

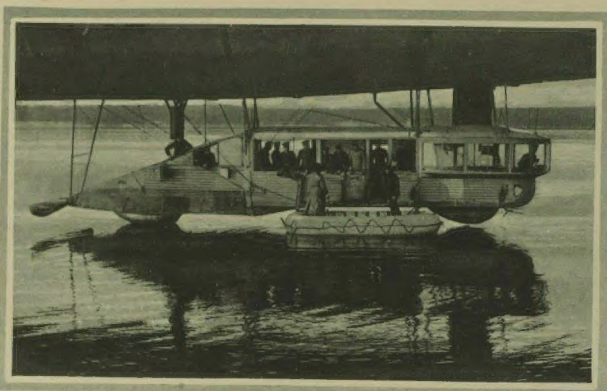
SOME months ago there appeared in *The Illustrated London News* certain articles on the hunting of caribou by aeroplane in the Barren Lands of Northern Canada. One writer, in common with sundry writers in other papers, condemned the caribou-hunting scheme in the strongest terms on the grounds that it was unsportsmanlike to slaughter wild animals with machine-guns from aeroplanes. Against this view one ventured then to point out that, if anybody attempted to hunt caribou in the Barren Lands with aeroplanes, the odds were rather in favour of the caribou escaping with minor casualties, and of the aviators crashing in desert country and either being killed on the spot or dying of starvation before they could get home. Since that time one has heard a good deal more about this caribou-hunting proposition, and it appears that there is in it, at any rate, the germ of a nice business idea which might well be developed into a scheme which would very materially benefit the working population of America and Europe.

Mr. W. H. P. Jarvis, who is apparently the originator of the scheme, seems to have worked out his plans very carefully, and he says that he is certain, of his own knowledge, that the caribou herds of Northern Canada are so numerous that, if properly handled, they would provide an enormous quantity per annum of extremely appetising meat. Mr. Jarvis's estimate of the numbers of the caribou herds is supported by the well-known explorer Stefanson, and, curiously enough, paragraphs on this subject based on Stefanson's remarks have appeared in quite a number of papers recently. Some of the older writers on the uncharted and almost unexplored regions of Canada state that the caribou herds when migrating form a procession some hundreds of yards wide, and that these processions actually take days to pass a given point, so that the numbers of the animals must be reckoned by millions. Seemingly, they exist practically without human interference, except that a few of those which go farthest north are occasionally killed off by Eskimos, and a few of those which go farthest south are likewise killed off by Canadian Indians and a few odd trappers who penetrate into the wilderness; but, so far as human agencies are concerned, the size of the caribou herds has never been affected, and it would appear that they are only limited in numbers by the amount of sustenance which the country provides.

prearranged areas where those which are fit to be killed can be killed in a humane and economical manner. It is said that the caribou comes south at the time of year when the young animals are in the best condition for eating; and it would be part of the scheme to cut out and kill only such animals, and even then only a certain regulated number per annum. A sufficient number of males and females would be left to assure the herds maintaining their size; though those who are responsible for the scheme say that it would be possible to kill off hundreds of thousands of them without making any visible impression on the size of the herds. Precisely how the herds are to be directed or headed off in a certain direction by aeroplanes is not made

machine were flying low down over the ground endeavouring to head off a herd, and if its engine happened to fail just at that particular moment, it would have to come down on the land. Therefore, it seems obvious that any machine which it was intended to use for such a purpose ought by rights to be of the amphibious nature discussed some time ago in these pages.

Apparently the real trouble about the scheme at the moment is that there are no aeroplanes in Canada capable of doing the work, because, so far as one can gather, not only all the machines which were in Canada at the end of the war, but practically all the machines which have recently been bought in England and shipped to Canada or the United States, have been of the most primitive training type. It is true that of their kind they are good, and that for this particular sort of work they are quite sufficiently speedy, provided that the weather is calm; but something a good deal better than that is needed if such a scheme as caribou herding by aeroplane is to be a success. It is not sufficient that a machine shall fly slowly and land slowly. It is necessary that it should be able, if required, to fly very fast indeed, for very considerable distances will have to be covered between any possible aeroplane base and the caribou herds themselves when they begin to move south on their annual migration.



A PASSENGER ZEPPELIN "LANDED" ON WATER: TESTING A NEW COLLAPSIBLE LIFEBOAT ON THE MUGGELSEE.

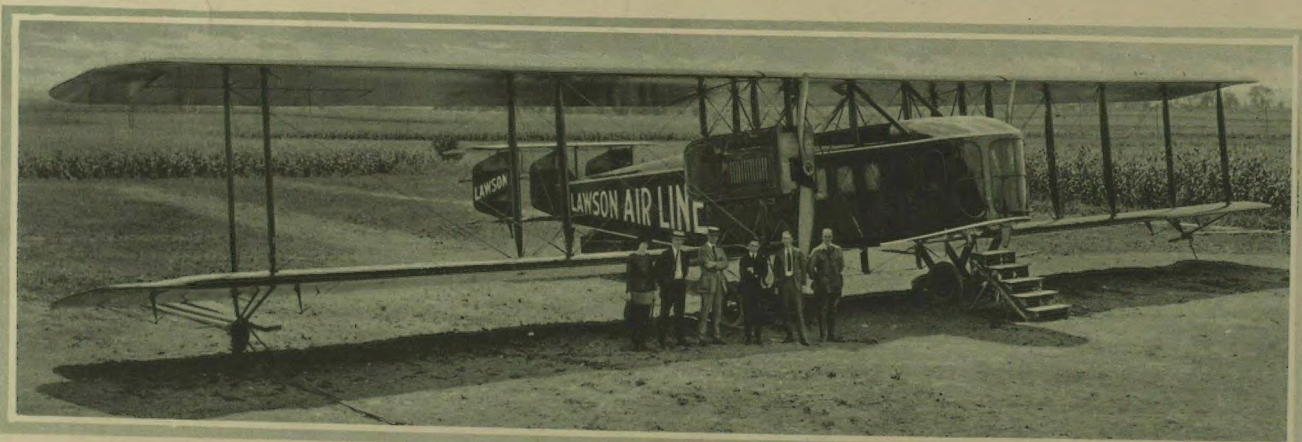
Zeppelins are now being used for civil purposes in Germany. A daily service was recently opened between Berlin, Munich, and Friedrichshafen, and another is being organised from Berlin to Copenhagen and Stockholm. Our photograph shows a landing trial on water by means of floats attached to the gondola, and also the testing of a new collapsible lifeboat. Seven war Zeppelins which should have been surrendered were destroyed by their crews about the time of the Scapa Flow sinkings.—[General Art and Photographic Agency.]

very clear, but presumably it would have to be done either by means of small and noisy but practically innocuous bombs dropped in the right position in relation to the leading animals of the herd, or else it would have to be done by the machines actually swooping down close to the leading animals so as to head them off in the desired direction.

It would appear fairly obvious that ordinary service aeroplanes would be of no use for the work. The

and consequently the whole thing has been more or less at a standstill since then.

One hopes, however, that more will be heard of it at a later date; for, if the idea is tackled seriously by business men, all objections raised by nature-lovers to the slaughter of the wild caribou can be overcome, and the starving masses of Europe will be able to look forward with confidence to a large supply of canned or frozen caribou meat as an addition to their rations.



"THE MILLIONAIRE'S SPECIAL": THE LAWSON AIRLINER "C2"—THE FIRST OF A NEW TYPE FOR AN AMERICAN TRANSCONTINENTAL SERVICE.

This biplane is the first of a fleet of a hundred to be built by the Lawson Airline Transportation Company, of Milwaukee, Wisconsin, for a regular daily service between New York and San Francisco. It carries 26 passengers, with a crew of 5. The fuselage has a centre aisle in which people can walk up and down. The two tractors are driven by two twelve-cylinder Liberty motors. The wing-spread is 95 ft.; length of body, 50 ft.; and height, 15 ft.

As one ventured to guess in the previous article on this subject, the idea of the caribou-hunters is not by any means to go out and slaughter caribou for the mere fun of killing them. It is not, in fact, part of the scheme to shoot caribou from aeroplanes. The real scheme is to use aeroplanes precisely as the cow-puncher of Texas uses his horse—namely, as a means of rounding up the herds and directing them to certain

country over which the flying would have to be done is so broken that it would be practically impossible to find a place where an ordinary wheeled aeroplane could land. On the other hand, it is said that that part of the country is so broken up by lakes of various sizes that from almost any reasonable height a seaplane or flying-boat of comparatively small size ought to be able to alight safely. Naturally, if such a

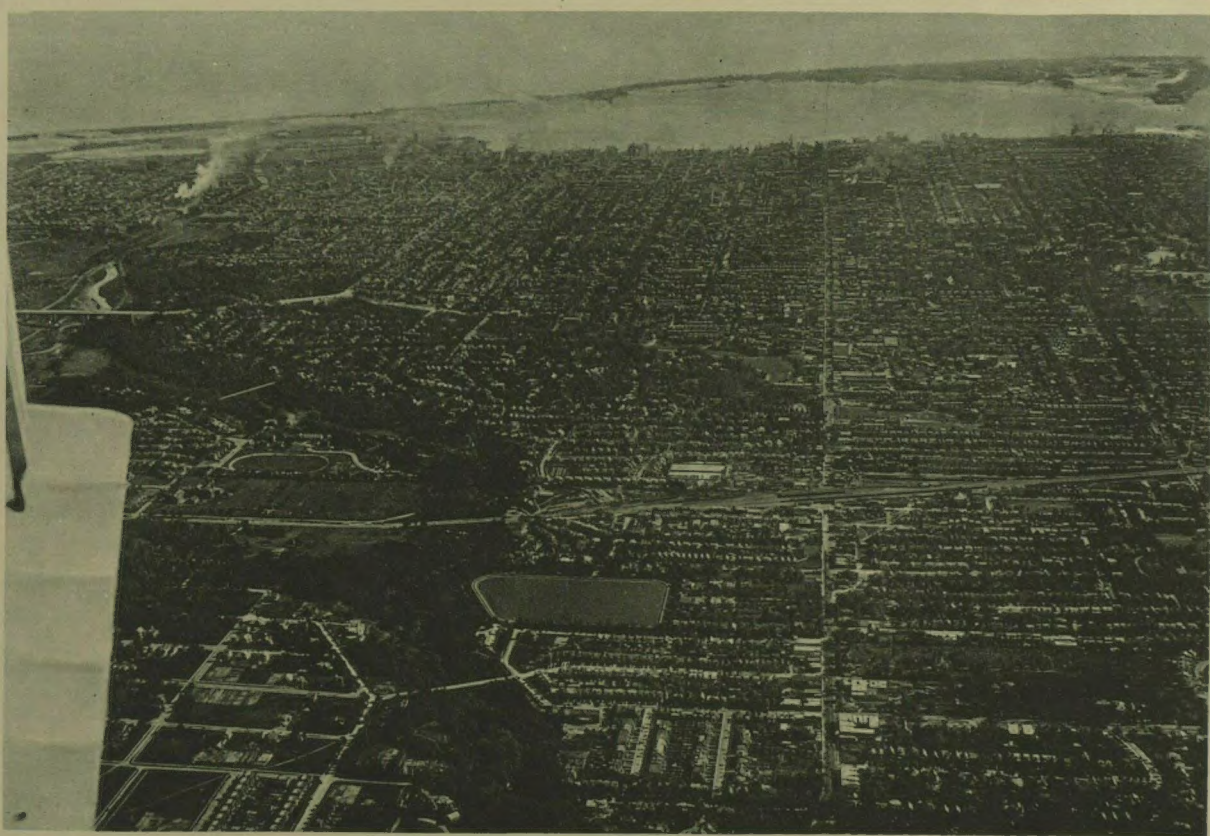
It is said that the most serious opposition to the scheme in Canada itself comes, not from the nature-lovers, but from the various firms in the meat trust and from the cattle-growers, who are thoroughly scared at the prospects of an almost unlimited supply of extraordinarily cheap meat coming into the market in competition with their products, and interfering with their profiteering.

VISITED BY THE PRINCE OF WALES: TORONTO FROM THE AIR.

PHOTOGRAPHS SUPPLIED BY MR. J. D. FARNCOMBE.



PHOTOGRAPHED FROM AN AEROPLANE: SCARBOROUGH BEACH, TORONTO'S POPULAR LAKE-SIDE RESORT.



TORONTO AS SEEN FROM THE AIR: A GENERAL VIEW OF THE CITY LOOKING TOWARDS LAKE ONTARIO—PHOTOGRAPHED FROM AN AEROPLANE.

These excellent air photographs of Toronto are of special interest just now in view of the recent visit of the Prince of Wales to that city—the second in commercial importance in Canada—during his tour of the Dominion. Toronto, where he spent three days, from August 25 to 28, gave him a magnificent welcome, and, as in every other place that he has visited, the charm of his personality won all hearts. The day of his arrival, four

American aviators from the Mineola aerodrome landed at Toronto, and one of them brought an invitation to the Prince from the Mayor of New York asking him to be the guest of that city. Toronto, it is interesting to recall, originally bore the name of York. It was founded in 1794 by Governor Simcoe, and it has been the capital of the province of Ontario since 1797. It stands in a bay on the north-west shore of Lake Ontario.

WITH THE PRINCE OF WALES ON HIS TOUR THROUGH CANADA: SNAPSHOTS OF CEREMONIES AND EVENTS.

PHOTOGRAPHS BY INTERNATIONAL FILM SERVICE, GOSWENHUGH (TORONTO) SPORT AND GENERAL AND CENTRAL NEWS



IN NAVAL UNIFORM AT A CEREMONY AT HALIFAX: THE PRINCE PRESENTING WAR MEDALS.



IN "MUFTI," POSING TO PAIR AMATEUR PHOTOGRAPHERS: THE PRINCE "SNAPPED" IN QUEBEC.



SHAKING HANDS WITH THE CROWD WHILST PASSING THROUGH A VILLAGE: THE PRINCE IN QUEBEC.



FORMALLY OPENED BY THE PRINCE ON HIS VISIT TO QUEBEC: THE GREAT BRIDGE.



DECORATIONS FOR WAR VETERANS AT HALIFAX: THE PRINCE PRESENTING MEDALS.



FIRING SALUTES IN HONOUR OF THE ARRIVAL OF THE PRINCE IN QUEBEC: H.M.S. "REBORN" AND "DRAGON."



ON THE PLAINS OF ABRAHAM, THE QUEBEC BATTLEFIELD: THE PRINCE UNFURLING A UNION JACK.



AT A FRENCH SHRINE IN QUEBEC: THE PRINCE PRESENTS A WREATH.



IN THE "KILLARNEY" CAR OF THE SPECIAL TRAIN: THE PRINCE'S SHOWER-BATH.



IN THE LUXURIOUS "KILLARNEY" CAR OF THE SPECIAL TRAIN: THE PRINCE'S BEDROOM.



WHERE THE PRINCE DINED WHILST TRAVELLING IN THE "KILLARNEY": THE DINING-ROOM.



WHERE THE PRINCE WATCHED THE VIEW WHILST TRAVELLING THROUGH CANADA IN THE "KILLARNEY": THE OBSERVATION-CAR.

Our photographs show some of the many activities of the Prince of Wales on his tour through Canada, and also the interior of the luxurious "Killarney" car of the special train which carried him from place to place. The train was made up of nine cars, of which the "Killarney" was the last, and, with the Prince's staff, special correspondents, railway officials and attendants, carried nearly a hundred people. The "Killarney" was lent to the Prince by Lord Shaughnessy, re-President of the Canadian Pacific Railway, whose private car it is. The Prince of Wales

has succeeded in convincing people in all parts of Canada that he is the most democratic Prince that ever was. During the tour he must have established something like a record in hand-shaking. Frequently when his train has been halted in the middle of the night, he has got up to receive deputations or shake hands with people who have driven miles to see him, in spite of having just completed a very strenuous day.

FAMOUS GAMES REVIVED AFTER FIVE YEARS: THE BRAEMAR GATHERING.

PHOTOGRAPHS BY L.N.A., TOPICAL, SPORT AND GENERAL, AND CENTRAL NEWS.



PUTTING THE WEIGHT: ALEXANDER FINNIE.



TOSSING THE CABER, AT THE AGE OF SIXTY-NINE! ALEXANDER MACKINTOSH.



THROWING THE HAMMER: THE VETERAN ALEXANDER MACKINTOSH.



IN THE DRESS OF A BALMORAL HIGHLANDER: HIS MAJESTY THE KING.



WEARING THE MANY MEDALS THEY HAVE WON: FOUR LITTLE DANCERS.



THE PRINCESS ROYAL AND THE EARL OF MACDUFF.



WATCHING THE GAMES FROM THE ROYAL PAVILION: THE ROYAL PARTY.



THE MARQUIS & MARCHIONESS OF ABERDEEN.

The Braemar Highland Gathering is the greatest and the oldest of Scottish gatherings; but the recent meeting was the first held for five years, the famous Deeside fixture having been allowed to lapse during the war. The gathering was founded by Malcolm Canmore, over eight hundred years ago. The attendance at the present revival, at which the Royal

Family were present, was a record one, over ten thousand people and two thousand motor-cars being on the ground to witness the stone, tossing the caber, throwing the hammer and other ancient Scottish sports. With the King and Queen were, amongst others, Princess Mary and Princes Albert, Henry, and George, and the Duke of Connaught.

CURIOSITY KILLS THE MARMOT: GUNS AND GUILF IN MONGOLIA.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY MR. DOUGLAS CARRUTHERS.



WAVING HANDKERCHIEFS TO ARREST THEIR VICTIMS' ATTENTION: MONGOLIAN MARMOT-HUNTERS STEALTHILY APPROACHING THEIR INQUISITIVE QUARRY.

Curiosity seems to be a fatal failing among the small game of Central Asia. Last week we illustrated a method of stalking rock-partridges in Bokhara with the aid of coloured screens. Here we show a somewhat similar device used by fur-hunters shooting marmots in Mongolia, for the details of which we are also indebted to Mr. Douglas Carruthers. "A large source of revenue," he writes, "to the poverty-stricken nomads of the bleak Mongolian plateau, is the extraordinary abundance of marmots that thrive there. . .

An everyday sight is the skin-clad marmot-hunter, wandering over the hills, assiduously plying his very cold and monotonous trade. He rides a pony, on which he carries food and a sheep-skin coat; all day he spends creeping up to the elusive beasts, with success or failure according to his skill, and at night he sleeps in the open. His success depends on the inquisitiveness of his quarry, and it is strange that, after generations of curiosity, they have not yet learnt the lesson."—[Copyrighted in the United States and Canada.]

BOOKS OF THE DAY

By E. B. OSBORN.

I HAVE been engaged in a casual orgy of light reading, and hope that the following notes on novels which have intrigued me in some way or other may prove helpful to readers taking an autumnal holiday. There begins to be plenty of time for hne confused reading in mid-September evenings, whether you come home so pleasantly tired from partridge-shooting or have been drinking in the milder sunshine at the seaside, where, as I find at such a season, the vacant mind is apt to be filled after dark with

Melancholy remembrances and vesperal.

"Melancholy," said the late William Ernest Henley, and the saying is especially true for the holiday-maker, "is worse for an Englishman than cocaine, much worse than whisky." Isn't it good of me to fortify the waters of literary criticism with such staunch aphorisms?

A heroine that pleased and provoked us some time ago reappears in "SONIA MARRIED" (Hutchinson; 6s. 9d. net), by Stephen McKenna, who has been rebuked by many pontifical critics for attempting a sequel to his first success. They think Sonia has lost her Dodoesque fascination; that she is no longer young and fresh, and has become irritating rather than provocative. So do not let the nasty truth is that the arch-critics, not Sonia herself, have aged since Mr. McKenna invented a new centre of social levity. Sonia remains the woman every girl could become if she acted on Miss Lee White's best epigram in "BACK AGAIN": "Better for a woman to be a bad man's hobby than a good man's habit." Sonia, now she is back again, is all the more fascinating because she gets involved in a terrible entanglement of war discussions, in which several M.P.'s—all anxious to be the good angels of herself and the blinded soldier who married her—take part and at times bore you stiff. She becomes the temporary hobby of a very bad man, who gets demolished in one of the most lavish all-in scraps in modern fiction, but provides the *tertium quid* for an unconventional ending—it would be unsportsmanlike to give away the author's *à la* stunt (see the Ambassadors' programme for this little Greek joke. There is a rarer quality of humour in "THE SILENCE OF COLONEL BRAMBLE" (John Lane; 6s. net), from the French of André Maurois, who contrasts the qualities of French and English fighting men in such ripe reflections as the following (put into a Major Parker's mouth): "To interest a Frenchman in a boxing match you must tell him that his national honour is at stake. To interest an Englishman in a war you need only suggest that it is a kind of a boxing match." We shall test the truth of this—when Beckett meets Carpenter in the only ring that has ever been squared. "THE GODS DECIDE" (Methuen; 7s. net), by Richard Bagot, who has Italy by heart and at heart, is a very good spy story—I wish, however, the author had not sprinkled his pages with Italian words. "JEREMY" (Cassells; 7s. net), by Hugh Walpole, is a delightful study of a boy's life from eight to nine, and I am almost sure that his psychology is nearly correct. But only in our second childhood, perhaps, do we see the whole horrid truth of our first. Now for something serious.

Everybody who is interested in education—perhaps the only thing that really matters in the drama of Reconstruction—ought to read "AIDS TO SCOUTMASTERSHIP" (Herbert Jenkins; 2s. net), by Sir Robert Baden Powell, who is, of course, the Chief Scout. The slogan for the times—for nations, for classes, and for individuals—now seems to be *Selbst über Alles*, and the lessons of the war in the high art of comradeship are clean forgotten in many quarters. It is a sad pity that scouting was not included, as an example of practical character-training, in the provisions of the new Education Act. The number of B.P.'s pupils within the

Empire is now about 750,000, and they learn not only the love of open-air living, but also that sense of honour which, to quote the words of a well-known Socialist, is "the one invaluable trade secret possessed by the governing classes"—he meant it for a compliment, having long ago convinced himself that everything, even religion, is an affair of the market-place! If it aimed at nothing more than developing the out-of-doors habit as far as possible, Scouting would deserve to be made a part of our national system of education. "If I were King," wrote the younger Dumas, "I would not allow any child of under twelve years to come into a town. Till then the youngsters would have to live in the open—out in the sun, in the fields, in the woods, in company with dogs and horses, face to face with nature, which strengthens the body, lends intelligence to the understanding, gives poetry to the soul, and arouses in children a curiosity which is more valuable to education than all the grammar books in the world."

For it aims at improving the accepted system of national education in precisely the same way the founders of our ancient Public Schools sought to improve on the monastic seminaries where nothing was taught save a little parrot-Latin, where espionage and the rod were the only means of discipline, and healthy, open-air exercises were looked upon with horror as sinful and likely to mar a cleric in the making. If anybody wants to understand how little character-building is done in the nation's schools, and how small a residue remains in after-life of the book-learning imparted there, he has only to read "THE EQUIPMENT OF THE WORKERS" (George Allen and Unwin; 10s. 6d. net), which contains the definite results of a careful inquiry into the capacity of Sheffield workers for the discharge of their duties to themselves, their families, and the community at large. The investigators are frankly revolutionary: they openly confess they would prefer even the waste and chaos of a brute-force revolution to a continuance of nineteenth-century industrialism. But the revolution they eagerly desire and have bound themselves to work for is a form of education—for poverty, they feel sure, is a spiritual rather than a material disease. This report is a collection of appalling facts, which every true patriot should try to understand and refrain from interpreting in terms of any party platform.

Character is destiny, as the wise old Frenchman said, and character-building is the truest statecraft for the future. But intellectual indolence, let us remember, is one of the most dangerous rifts in character—it is doubtful, as R. L. S. knew, whether fools or knaves do the most harm in the world, but it is certain that the fools get paid first! Even in the games which we cultivate as a substitute for open-air sport—few of us can hunt or fish or shoot, but cricket or football or running are possible for every young man—the national vice of not thinking scientifically, of being content with rule-of-thumb, has borne an ill fruitage. Such is the chief lesson inculcated in "SUCCESS IN ATHLETICS" (Sidgwick and Jackson; 10s. 6d. net), by F. A. M. Webster, T. J. Pryce Jenkins, and R. Vivian Mostyn; which shows how a scientific knowledge of technique has enabled Americans and other intelligent foreigners to beat our champion athletes, often with a strange and inexplicable facility. In the High Jump, for example, the Oxford and Cambridge representatives in pre-war days went on cultivating the old "scissors" style, and considered themselves first-rate if they could beat 5 ft. 6 in. by an inch or two. Yet in America jumpers were being produced who could clear 6 ft. 7 in.; and Hjerberg, the Swedish coach, taught a whole bunch of his compatriots to jump round about 6 ft. in a very short time. It takes no more time to perform this feat scientifically,

so why stick to the old futile method? In hurdle-racing, again, we have been slow to adopt the straight leg style, which is as much as a second faster for the ten-hurdle course of 120 yards, in spite of the fact that the new idea originated in England. My friend, Mr. A. C. M. Croome, a double "Blue" of thirty years back and now a famous critic of golf and cricket, was the first man to stride over the hurdles—and the Yale team, which came over in 1890, saw him doing it, grasped the idea and developed it at home, and produced scores of hurdlers who could beat our champions as easily as Eclipse beat the field. "SUCCESS IN ATHLETICS," which is abundantly illustrated with action-photographs, should be in the hands of every boy athlete or games master. What a number of national shortcomings we have, to be sure! No wonder that the most intelligent of intelligent foreigners cannot understand why we were so triumphantly successful in the War, and secretly believes we ought to have been disqualified for not living down to our reputation as a nation of degenerates!



THE AUTHOR OF "THE ARROW OF GOLD" AND MANY OTHER FAMOUS NOVELS:
MR. JOSEPH CONRAD.

Mr. Joseph Conrad, whose new book, "The Arrow of Gold," has so attracted the literary world, has long been in the front rank of novelists. He was born in 1857, of Polish parentage, and as a Master in the Merchant Service he has studied the colour and romance of life in the school of the sea. As our readers will remember, he has often contributed to these pages.

Photograph by Malcolm Arbuthnot.

Nobody, who has not camped out with boys has the least idea how many things they can learn in a fortnight's freedom from the dust and uproar and garish wisdom of town life. The rudiments of cooking, for example, and such a knowledge of the value of wholesome food neglected by the English working-classes as prompted one of the Chief Scout's boy friends to drop into verse:—

I used to be so pale and thin,
But now I'm fat and stout.
'Tis porridge that has changed me to
A strong and healthy Scout.

Ignorance of cooking is the worst vice of English people: its heinousness was first brought home to me when I happened to go over a block of workmen's flats in Paris in the evening and saw in each one of them a little table with a white cloth on it, at which the wage-earner sat to enjoy his late dinner of several little courses and his bottle of wine—they all insisted on pouring me out a glass. On the ethical side, again, Scouting is equally deserving of universal support.

THE EARLY DAYS OF A BRITISH SPORT: CRICKET.



"PORTRAIT OF LEWIS CAGE": AFTER THE PAINTING BY F. COTES (1768).

Reproduced by Courtesy of the M.C.C.

THE EARLY DAYS OF A BRITISH SPORT: GOLF.

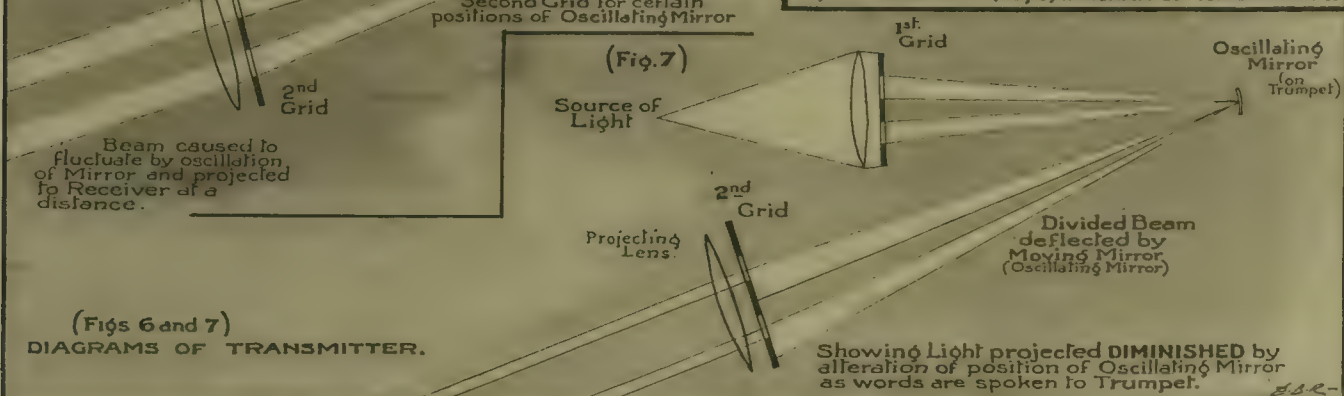
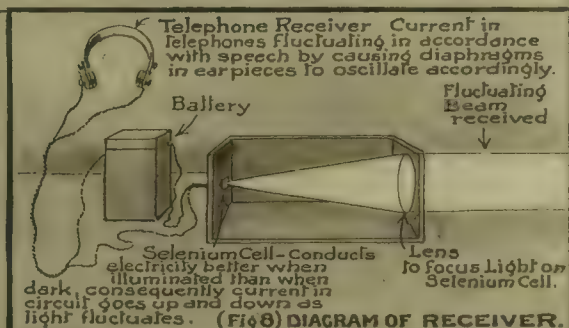
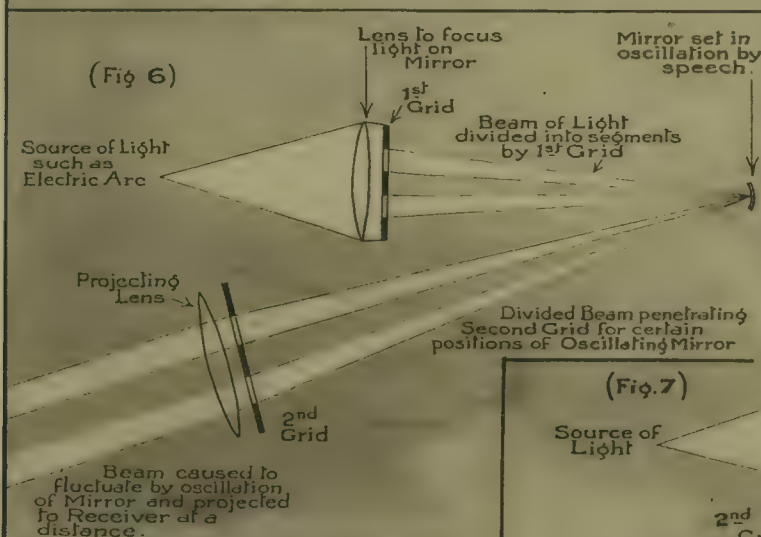
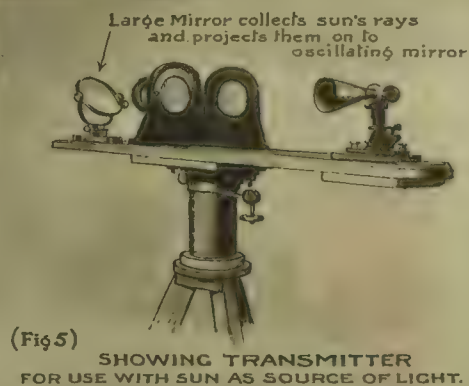
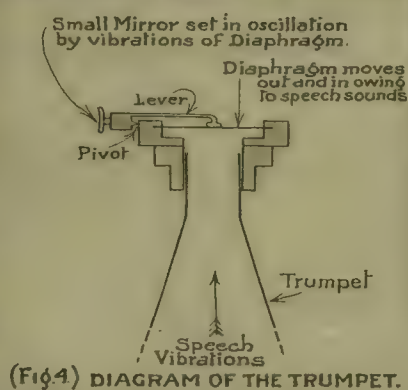
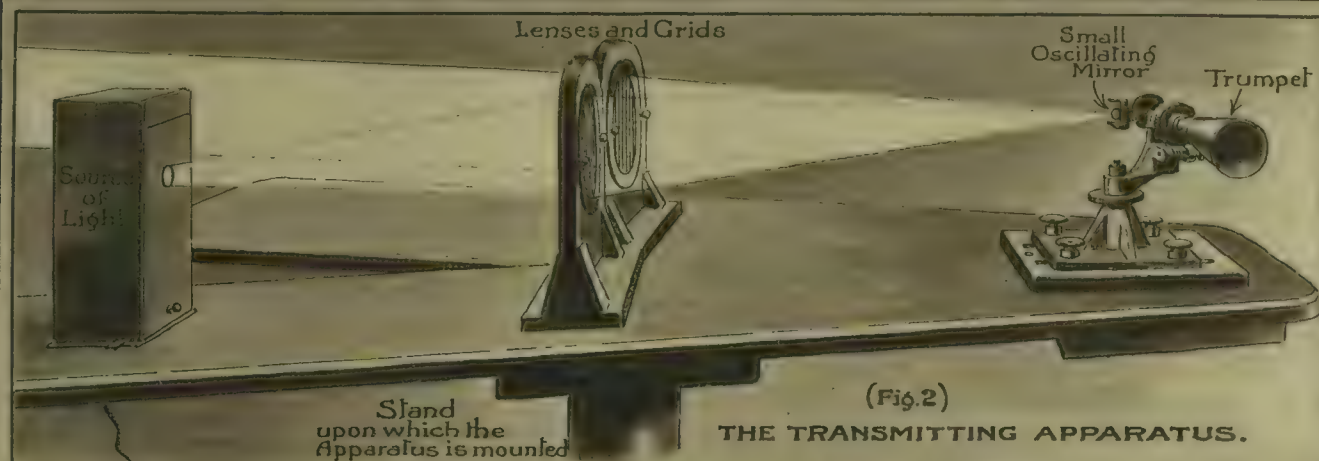
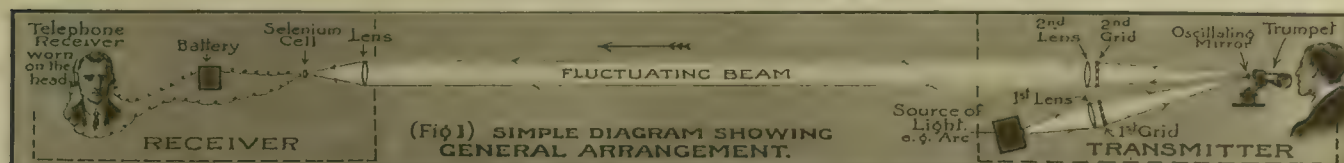


"A YOUNG DUTCH GOLFER": AFTER THE PAINTING BY A. CUYP (1650).

After the Painting in the Collection made by the late Mr. William James.

SPEECH TRANSMITTED BY LIGHT: WIRELESS TELEPHONY'S LATEST FORM.

DRAWN BY W. B. ROBINSON, BY COURTESY OF THE INVENTOR, DR. A. O. RANKINE.



A NEW MARVEL OF SCIENCE: DR. A. O. RANKINE'S APPARATUS FOR THE TRANSMISSION OF SPEECH BY LIGHT.

Dr. A. O. Rankine, of University College, London, has invented a wonderful apparatus for the transmission of speech by light. Words spoken into the transmitter cause the intensity of the beams to fluctuate, and these fluctuations are reproduced in a telephone receiver by means of a selenium cell, the electrical conductivity of which varies with the intensity of the light falling upon it. "The device," writes Dr. Rankine, "constitutes a branch of 'wireless telephony,' but differs in that it transmits in one direction only.

Instead of electric waves sent out in all directions and receivable everywhere, there is a beam of light spreading out at a very narrow angle. There must be an uninterrupted straight line between the transmitter and the receiver (Fig. 1), and, to reach big distances, both would have to be raised to a considerable height. On the other hand the device has the advantage that it is completely secret. No one can receive but those in whose direction the beam is sent."—[Drawing Copyrighted in the United States and Canada.]

NATURAL CATAclysms SUCCEED THE WAR IN PUBLIC

PHOTOGRAPH

INTEREST: A GREAT VOLCANIC ERUPTION IN JAVA.

BY KURKDJIAN.



A SEA OF HOT MUD WHICH OVERWHELMED THIRTY VILLAGES: THE ERUPTION OF MOUNT KLOET—AN EXPLORING PARTY VISITING IT TWO DAYS LATER.

Now that the cataclysm of the war has more or less subsided, those of Nature have resumed their place in public interest. On May 20 last, the volcano Kloet, in Java, suddenly discharged a stupendous quantity of hot mud which spread in three directions, overwhelming a whole region, and converting a rich and smiling landscape into a scene of utter devastation. The pleasant town of Blitar and some thirty villages, with numerous coffee and rubber plantations, were destroyed. Thousands of people perished, one estimate putting the

number at 15,000, and the lowest at 7000. Java has been the scene of some of the most terrible eruptions in history. There are many volcanoes, of which one is upwards of 12,000 ft. high. In 1883 occurred the frightful explosion of Krakatoa, in the Straits of Sunda. The mountain burst open, casting up inconceivable quantities of lava, rock, and debris. A huge "tidal wave" followed, and about 40,000 lives were lost. The dust from Krakatoa was carried right round the world, and caused extraordinary sunset effects as far away as London.

SCIENCE JOTTINGS.

CONCERNING JELLY-FISHES

FEW animals, probably, would appear to be less formidable than the great jelly-fishes. Diaphanous and derelict, they seem to float through the summer seas, the embodiment of the holiday spirit which disposes one to drift with the tide, by way of relief from the routine of the workaday world for a brief space thrust into the background. They seem, indeed, to be the very antithesis of solid bodies and aggressiveness. But, nevertheless, they are by no means the inoffensive creatures they seem to be. There are among them some which even man himself has learned to dread—at any rate, while bathing. And this because these creatures are armed with powerful batteries of stinging cells, which are released at the slightest touch by the bursting of the capsule, or cell, in which they are contained.

During the early part of August considerable numbers of these venomous species seem to have made their way up the English Channel. They were reported, indeed, to have been found in shoals of thousands, stinging bathers, paddlers, and anglers alike. The numbing sensation which the barbed darts of these creatures ordinarily produce is generally of short duration, and is not followed by any harmful consequences. But the case is otherwise with bathers who, having the whole body exposed, are liable to be so severely stung that they become paralysed and speedily drown. Just now I am spending a delightful holiday at Robin Hood's Bay, and I suspect that the shoals of jelly-fish reported earlier in the Channel have made their way—in part, at any rate—into the North Sea. A young friend of mine, who is also staying here, was rather badly stung a day or two ago while out for his morning swim; but he, happily, managed to get safely ashore. I have also found several of these unwelcome migrants stranded on the rocks above high-water mark.

Not all large jelly-fish, however, are sufficiently powerfully armed to enable them to wound the human skin. The most formidable of our native species is the great *Cyanea capillata*. It is a species with very long tentacles, and long and frilled and puckered arms arising from the

cut into a series of tongue-shaped lappets, alternating with which is a series of extremely long tentacles, and four yet longer furlowled arms. But these distinctions between the more or less virulent species cannot, unfortunately, be made out by the bather; and, stranded on the beach, all look wonderfully alike—mere shapeless lumps of jelly.

In their life-history—that is to say, in the history of their development from the egg to the adult animal—the jelly-fishes, large and small, display astonishing differences—so much so that it would be impossible to give more than one or two illustrations in the small space allotted to me here. Let us take, for example, the case of the *Aurelia*, a species very common with us during August. The adult, measuring several inches across the umbrella, may be distinguished by the fringe of very short tentacles suspended from the rim of the umbrella; the four thick-fringed arms forming the handle of the umbrella; and, surrounding the mouth, the four crimson, horse-shoe shaped marks on the top of the umbrella. When fully adult, it discharges numbers of minute larvæ, which propel themselves through the water by means of rapidly vibrating threads. Presently the slipper-shaped body becomes pear-shaped and comes to rest, anchoring by its smaller end to a piece of sea-weed or rock, and always

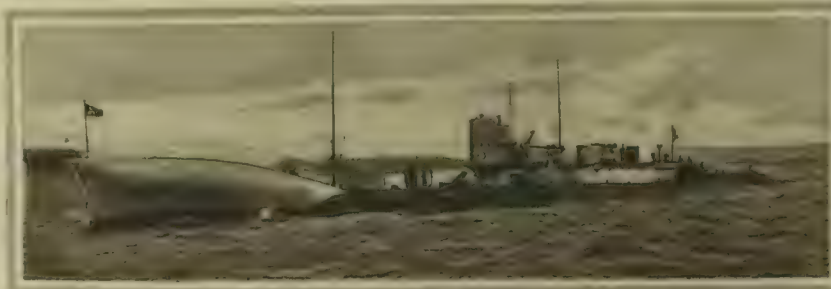
hanging head downwards. In the centre of the swollen end a mouth and four short tentacles next make their appearance. As the tentacles lengthen, four others thrust themselves in between, and this increase in their number goes on until there are in all thirty-two. Meanwhile, between the central mouth and the tentacles the distance has been greatly increased, and a constriction of the body above the tentacles has created a saucer-shaped body attached by a stalk. The rim of the expanded portion of the body, above the tentacles, next begins to develop tentacles precisely after the fashion of the first series, and a new constriction appears. And this process goes on until a whole series

[Continued overleaf.]



WRECKED OFF THE ISLE OF WIGHT: A BRITISH "P" BOAT. The "P" boats—small patrol-boats carrying one 4-inch gun and a small anti-aircraft gun and two torpedo-tubes—first came into being in 1915.

Photograph by Central News.



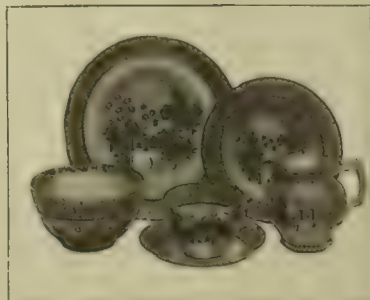
THE FLEET'S VISITS TO HOME PORTS: THE FUNNELLED SUBMARINE "K8" AT PORTLAND BAY. The "K" "submarine cruisers" were all built during the war, and were in service before any of the German "submarine cruisers" were ever begun. They are big "fleet submarines" capable of cruising at sea with the Grand Fleet.—[Photograph by Central News.]

manubrium, as the stalk descending from the umbrella-shaped body is called. In *Chrysaurea capillata*, another large species common with us, the umbrella has the rim

tacles, next begins to develop tentacles precisely after the fashion of the first series, and a new constriction appears. And this process goes on until a whole series

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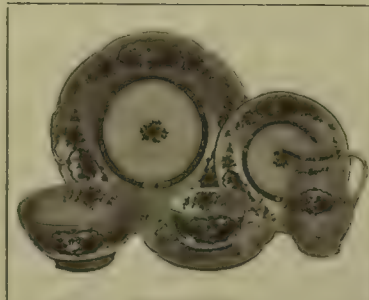
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THE three illustrations can do little more than faintly indicate the beauty of these designs; to appreciate their colourings and finish one must handle them in our China Department. These sets are reproductions of fine old Staffordshire and Salopian pieces which have made these counties famous throughout the world.

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Continued. of little saucer-like bodies has been produced, each with its fringe of tentacles, and all attached to a common stalk running through the centre. Now a strange thing happens. One after the other these little saucer-shaped bodies break off from their attachment and float away as miniature jelly-fishes, though no more than a sixth of an inch wide.

But this order of events is by no means always so straightforward. Sometimes the formation of tentacles ceases after the first row has been completed, and further development in this direction is suspended. The activities of the body take another course, developing creeping root-threads, which presently send up shoots that develop into bodies precisely like that of the parent—from which, again, buds appear which repeat the process observed in the case of the roots. It may be only after an interval of several years that the budding-off of the little jelly-fishes takes place, but sooner or later these appear. What are the factors which inhibit the normal sequence of events yet remains to be discovered.

Though to most people these creatures are but "nasty, stinging jelly-fish," they prove, when carefully studied, to have a most fascinating history. The stinging-cells, which are sometimes so fraught with discomfort to us, are the creatures' sole means of obtaining a living. Under the numbing influence of the barbed threads its victims are rendered helpless, and go to a painless death. W. P. PYCRAFT.

Trimmings are rather weird sometimes in this period of seeking, like the Athenians of old, for something new. A frill of tulle wired up round the waist was a contrivance on a dance dress that considerably puzzled a poor partner who was anxious not to crush so frail a thing with his useful-sized hand. An entire long tunic of ostrich-feather fronds over a dress of crêpe-de-Chine looked light and graceful; but when its owner danced with a man who meant business and whirled her about with vigour, the effect was serious on the risible nerves of onlookers.

CAMPAIGNING IN EAST AFRICA.

"WITH the Nigerians in German East Africa," by Capt. W. D. Downes, M.C. (Methuen), is a spirited story of the latter-day campaign in East Africa, chiefly as seen by the Nigerian Brigade, from the time when the Nigerian troops landed in German East Africa early in December 1916, down to the time when the battalions were withdrawn to Mtama. The first stages of the invasion are recounted briefly, the later ones in detail. With the sound

to follow and to understand. At times the soldiers had to face a shortage of supplies. An officer's diary, under heading April 18 (1917) states: "The men are getting thinner daily, Europeans are up against it now, and honestly have barely enough to keep body and soul together." There was a demand for monkeys' brains on ration biscuits, bush-rat pie, stewed hippo sweetbreads; while a bottle of good brandy fetched £10 at auction, and a toothbrush £1 13s. 4d. Some of the fighting was very heavy, particularly at Mahiwa and Mkwera; but the

Nigerian forces showed more than pluck, they had the instincts of soldiers. The Germans behaved badly. "Captain Stretton's small Nigerian 'boy,' aged 10, was found with his body a mass of bayonet wounds . . . the 1st Battalion's pet monkey had been shot and bayoneted . . . It is impossible to set down here the German brutality in detail, as much is not fit for print . . ." The treatment of wounded by a cannibal tribe in Nigeria "was not much worse than the Germans' treatment at Mahiwa." These are but some of the comments upon German behaviour in the field. It does not suffice to follow the narrative; the author's conclusions are of a real importance. He recalls General von Freytag's view, one of recent expression, that Germany could train the Africans and use them to overrun North Africa and South without withdrawing more than a very few white troops from Europe. "For over three years," writes Captain Downes, "negro troops, under white officers, have kept employed a vast British and Allied army . . . the German native soldier has served his master most faithfully . . . the German at the first opportunity



A RECORD SHIPMENT OF WINE: 200 PIPES OF PORT BROUGHT OVER FROM OPORTO IN 14 DAYS FOR MESSRS. HEDGES AND BUTLER'S CELLARS IN REGENT STREET.

of the guns in our ears, and our relative proximity to the epic struggle in France and Belgium, it was inevitable that the details of fighting thousands of miles away should be a little indistinct, that we should have no more than a hazy idea of the struggle for mastery in South West Africa, the Cameroons, and East Africa. The last-named country presented immense difficulties, demanding courage and resource and endurance in remarkable measure; and Captain Downes gives us the how and the why in straightforward simple fashion that is easy for the mere amateur

will form a vast colonial black army which will be a menace, not only to the rest of Africa, but to the whole of the world." In spite of the cruelty that disgraced the German arms in East Africa, Captain Downes has generous praise for the man who kept the German flag flying so long that he needed a special clause in the Armistice agreement, and was allowed a month to surrender. "He has at least earned for himself undying fame for being a brave man and a worthy enemy," is written of General von Lettow Vorbeck, who only fell when the German Empire crashed.



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PARTRIDGE SHOOTING.

BIRDS are fairly plentiful this year, thanks to a warm late May and June.

It is a pleasure to see the "old hands" gathering round again; and, as before the war, the cars bringing the guns, were fitted with Dunlop tyres, so the cars of to-day are similarly equipped.

Yes, and bless me if the game wagon isn't running on Dunlops, too!

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TRADE MARK.

LADIES' NEWS.

WE women are being begged to see to it when we are shopping that we do not buy German-made things. It is a question of patriotism *versus* price, and those of our sex who have to think hard and plan wisely to bring two



THE CHARM OF VELOURS MILLINERY: A HAT TO BE OBTAINED IN A VARIETY OF SHADES, AT HARRODS.

ends together let patriotism go by the board quite half the time. Also, rightly or wrongly, our feelings have been wrought upon by some sections of the Press on the subject of profiteering, and the woman who buys cheap German things salves her conscience by thinking she helps to stop it. The one point that ought to tell, but it won't, is that British-made things are worth the extra money asked, because they are really far better. "It's the looks as does it," said the owner of a little general shop. People buy what pleases the eye and is marked cheap; and, as to its history, what the ear doesn't hear the conscience does not worry over.

Quite a lot of our people, whom we might call aristocracy if we were not rather tired of the sound of all kind of "cracies"—most of all, perhaps, democracies—have been passing through town transferring themselves from grouse-shooting parties to partridge-shooting parties. Women take the opportunity to pry into the plans of fashion for the late autumn and winter, and think out the tactics of their dress campaign. Hats at Harrods have made quite a sensation: we always plunge into the season's dress changes head-foremost, and one smart woman is telling another in strict confidence that Harrods have really excelled even themselves in the matter of variety, charm, and becomingness, smartness, novelty, and *chic*, of their new season hats. I have, indeed, been commissioned to send to friends, whose plans do not include a passing through London, a booklet issued by Harrods for the guidance of their widespread clients illustrating this desirable headgear, and giving all particulars with regard to each *chapeau*. My editor is allowing two to be reproduced in this page for the convenience of my readers. The booklet will be sent on application to anyone wanting to purchase, and it is quite a good guide to the millinery sensation of the moment—Harrods' Hats!

The engagement of Lord Erskine to Lady Marjorie Hervey is what is usually called a very nice one. The young people are of similar position, the right age, handsome, and happy. Lord Erskine is in the Scots Guards, and has been A.D.C. on the Personal Staff. He is in his twenty-fifth year, and is a great chum of his handsome mother, Lady Mar and Kellie, who in looks appears more sisterly than motherly. She is one of Lord Shaftesbury's good-looking sisters, on whom the old gentleman with the scythe makes no impression to speak of. He has a younger brother, who is also his brother officer, and no sister. Lord and Lady Bristol's family consists of two daughters. Both were *débutantes* of this year, Lady Marjorie being in her twenty-first year, and Lady Phyllis not yet twenty. They are very pretty girls, and were voted by their contemporaries of the season as nice as they are good-looking. Lord Bristol is a Rear-Admiral, but retired from the service four years after he succeeded to the family honours. Lady Bristol is the daughter of the late Mr. George Edward Wythes, of Copped Hall, Essex. The wedding will, it is said, take place in the autumn.

Certainly our furs will cost us more; the prices of sable, ermine, chinchilla, and all the finer furs are very high. Now women are thinking themselves lucky if they

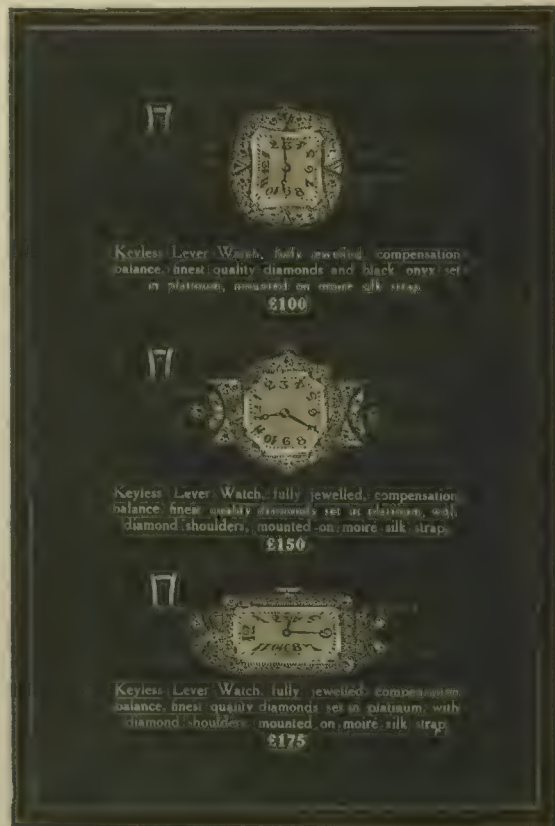
can afford some of the less-esteemed furs, which are being beautifully dressed and worked, and look rich, soft, and luxurious. These are costly too, because labour is so expensive. The fashion in fur is to be quite changed; features of it will be soft, draped, shawl-like collars, and kimono sleeves. It behoves those who have fine furs and want them remodelled to meet the new modes to do so at once. Nothing is to be gained by waiting; the plan of fur campaign is fully developed, while no furrier will promise alterations, or even renovations on quite a modest scale, in less than three months. Shorter coats mean, of course, somewhat shorter prices, and they look exceedingly



WITH TWO ARGUS QUILLS ROUND THE CROWN: ANOTHER VELOURS HAT FROM HARRODS, MADE IN TEN SHADES, AND IN BLACK.

smart. As stoles and capes will be greatly in demand by smart women, it is as well to say fine white fox ties cost about £50, and a skunk shoulder-cape somewhere in advance of £100.

A. E. L.



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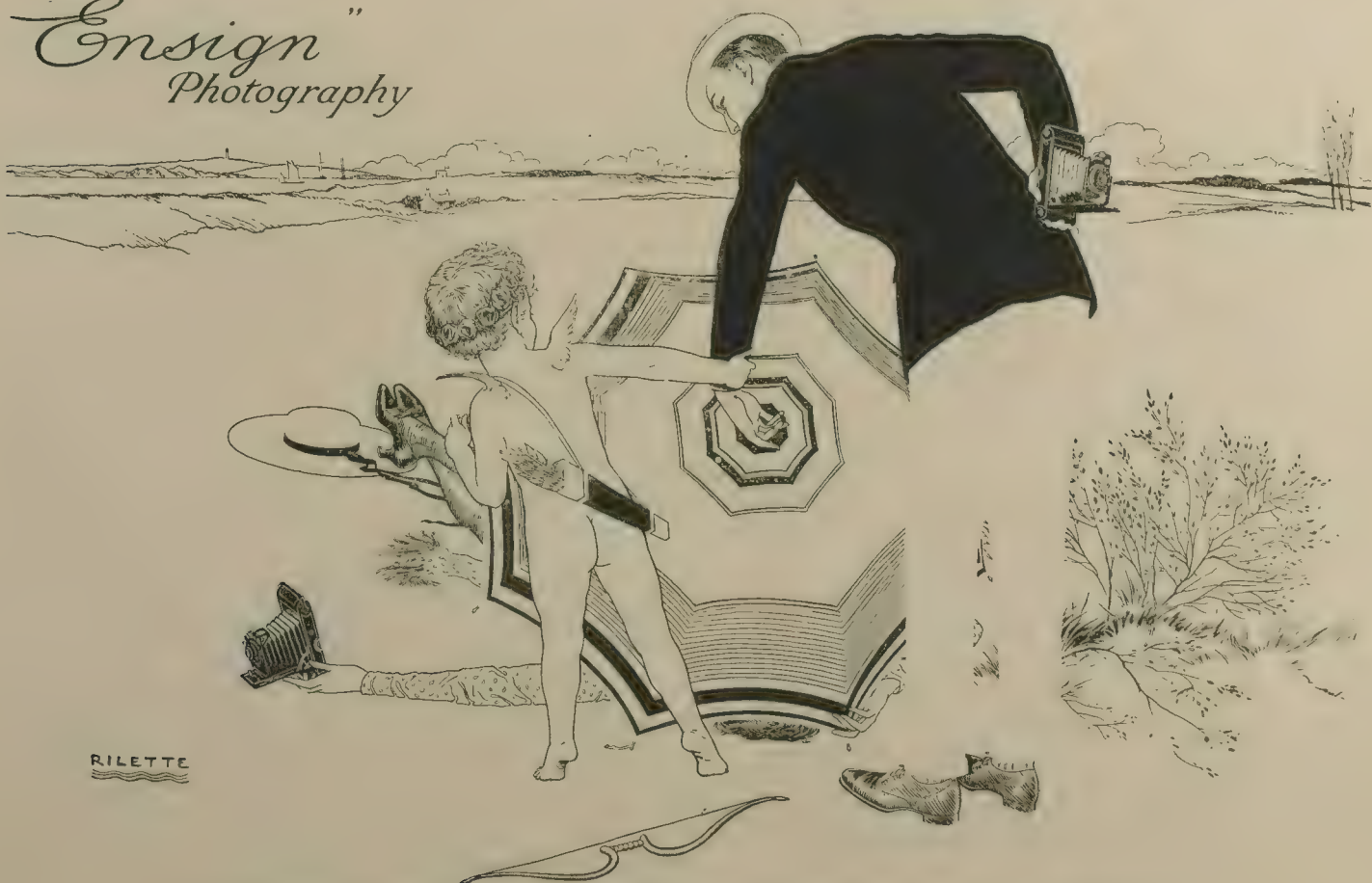
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THE PLAYHOUSES.

"DADDIES." AT THE HAYMARKET.

THERE seems a run on the guardian-ward motif, and the atmosphere of sentiment inseparable from it, in recent plays which America has hall-marked with its approval; and what America approves comes sooner or later to London. So while we are still quivering over the attacks on our feelings made in "Three Wise Fools," where a trio of old fogies adopt one daughter, the onslaught is followed up by no less than five "Daddies," who are shown in Mr. J. L. Hobbie's "comedy" taking charge between them of seven orphans. It is all a little overpowering, both in the matter of noise and in sentimental absurdity. Tiresome as is the "Ra-Ra"-ing of the selfish bachelors whom a woman with a mission so quickly transforms into ultra-paternal enthusiasts—the behaviour of some of their young charges, and the astonishing effect of their naughtiness on the guardians, make even more of a tax on playgoers' nerves and credulity. One child, for instance, is supposed wholly to capture her adoptive parent's heart by screams and fits of temper, to which common-sense would apply some sort of chastisement. A grown-up orphan of seventeen is seasick in one act, alternately lachrymose or bursting into song in another, and is for ever pestering her guardian, an author, with talk while he is at work. Yet, though she proves such a nuisance that he resolves to run away from her, no sooner does he make his resolution and find it hurts her feelings than he incontinently proposes to her and saddles himself with her for life. It is only fair to say that the first-night audience seemed to love the play.

"JACK O' JINGLES." AT THE NEW.

When two actors get together to write a play, and they give it such a title as "Jack o' Jingles," the expert theatre-goer knows what to expect—he is in for costume-drama,

in which all the old tricks of the cape-and-sword convention are once more deployed. And if he has learnt wisdom, and the pace is rapid, and the odds are made sufficiently desperate against the hero, he will settle down to the enjoyment of its artificialities. Fortunately Mr. Leon M. Lion and Mr. Malcolm Cherry, besides having good memories, know their business, and with the period of the decline of James II. and the expected coming of William of Orange to serve as picturesque setting,

"TOO MANY COOKS." AT THE SAVOY.

A play in which a house is being built has, *ipso facto*, an interest, perhaps even a painful interest, for members of the public at the present moment. Mr. Frank Craven's story of "Too Many Cooks," is all about a house which not a Jack but an Albert builds, and the future bride for whom he is building it and her over-many relatives, who interfere with him and cause trouble. Quite a simple little affair, with the disadvantage that the house prevents

the characters from moving about, and serves as a drag on any action. Perhaps the best situation of the piece comes at the close of the first act, which ends in a clamour of conflicting advice. The second act shows us the inevitable quarrel between the sweethearts, as the result of the invading horde's interference, and is given an ingenious turn by means of the device of a builders' strike which forces Albert to continue the work alone. In the last act, Albert's uncle from whom he has expectations, and from whom he has wanted to keep his bride's tiresome family, is put into good humour by the thought of marrying himself the wife he had intended for his nephew; and so with the uncle finding Albert a job, and Albert himself being reconciled to his Alice, we reach the finish of as artless a piece of sentimentalism as even America has ever supplied. Mr. Craven acts as hero in his own play with a very droll and appealing earnestness, but has given himself far too few racy lines to speak. Miss Hazel Jones has pretty ways as

Albert's sweetheart; and of the representatives of the bride's unpleasant relatives and friends, Miss Clare Greet and Miss Irene Browne may be singled out as producing the most piquant effects.

"BACK AGAIN." AT THE AMBASSADORS.

The new entertainment at the Ambassadors' has an apt description; after all, what matters here is that Miss Lee White should be "Back Again." Back again to deliver with exquisite point songs mirthful or tender, to smile in

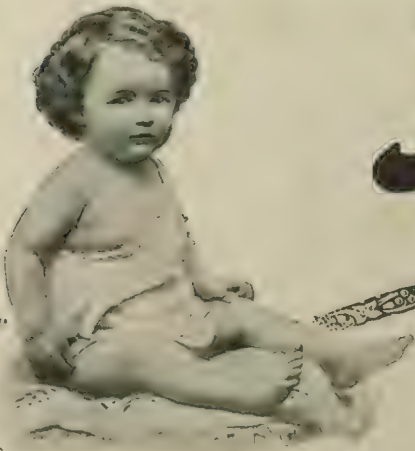
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THE FLEET'S VISITS TO HOME PORTS: H.M.S. "REVENGE" AT PORTLAND BAY.

The "Revenge" is a Dreadnought of the "Royal Sovereign" class, and was first named "Renown." She was originally designed on a coal-burning basis, but the design of all this class was afterwards altered to "all oil fuel." She was built by Vickers and completed in 1917.—[Photograph by Central News.]

they have fashioned a workmanlike and breathless tale on the old pattern. When Lord Replington, who wears as William's emissary the guise of a ballad stringer, after recovering a lost list of his master's English supporters, falls into the hands of his enemies and comes within a few moments of hanging, we get a situation that is bound to please any audience which knows, as the audience at the New knows, that William's men will turn the tables just in time.



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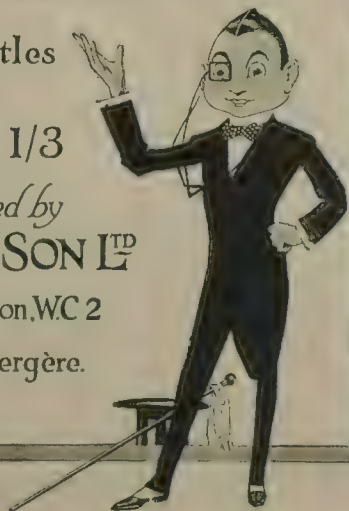
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her own conquering, happy way, to drag author from stall and producer from box to take their share of applause at what might almost have been a family gathering on a large scale. Families are not critical of the book of words of a show put before them by relatives, nor will Miss Lee White's big circle of devotees look too closely at Mr. Hastings Turner's efforts in this direction. We get brightness and jollity at the Ambassadors', and not only is the chief actress well looked after, but her foil also, the breezy Mr. Bert Coote, who, from the moment of his late arrival through missing his train, goes on making blunders and amiably playing the fool till all the cast lend their help in finding him a train home again; perhaps he is at his best in a little bit of classical burlesque. And other players also get their chances: Mr. Guy Lefeuve in mock-serious ditties, Mr. Billy Wells and the Déclar Twins, with clever dancing; and Miss Elsie Carlisle and Mr. Hob Cox—all work hard to amuse and succeed in amusing.

"THE WILD WIDOW," AT THE LYCEUM.

After all, the heroine of the latest Lyceum drama, "The Wild Widow," did not prove quite so wild, save in respect of costumes, as representations of her on the posters might have suggested. Her big moment comes when, in the clergyman who is about to marry her, she recognises her first husband. But if she might have been wilder, the hero makes amends by being superlatively self-sacrificing and stoical in keeping silent under the reproach of cowardice. For three solid acts he carries the burden of disgrace which he has voluntarily assumed to shield someone else; then to the audience's relief, and with its approbation, an Egyptian servant breaks an oath he has sworn on the Koran in order to restore to virtue its reputation. The play which has up-to-date colouring to set off its time-honoured heroics, gives us a glimpse at a "Jazz" club, and a stirring indictment of a profiteer by a demobilised soldier.

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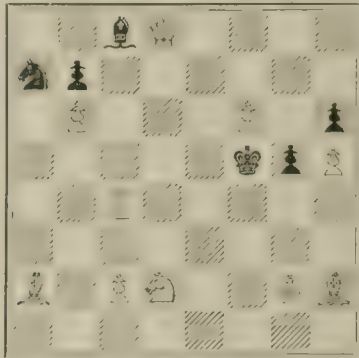
TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

Sono.—We had unfortunately passed the proof of the game before your analysis reached us. You are quite right, Capablanca's 29th move was a mistake that threw away a won game. If 29. Q to R4th, Black had no alternative but to lose a Rook or be mated.

WILHELM JÜRGE (Norwich).—We would have no space to explain the reason for every move in a chess game. We reserve the comment for those cases where some subtlety is involved, or a special purpose is not readily apparent. In the instance you cite, it is surely obvious that if K takes B, R mates next move.

R W SEARLEY (France).—We shall be pleased to receive your problems.

PROBLEM No. 3819.—By W. R. KINSEY.
BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3817.—By H. T. ASCHER.

WHITE. BLACK.
1. K to B 3rd. Any move.
Mates accordingly.

CORRECT SOLUTION OF PROBLEM No. 3810 received from P V Early (Fatsan, China); of No. 3814 from S Downs (Huyton), and B B Mickleton (Anaroda, U.S.A.); of No. 3815 from R F Morris (Sherbrooke, Canada); of No. 3817 from H.M.S. *Boadicea II.*, C A P (Bournemouth), John Isaacson (Liverpool), R J Lonsdale (New Brighton), H W Satow (Bangor), G de Benedetti (Rome), W C D Smith (Northampton), G Hurst (South Shields), E J Gibbs (Upton Manor), Eva Deykin (Edglaston), A W Hamilton-Gell (Exeter), R W Sevelly (B.E.F., France), H Cockell (Peuge), B A Kin (Edinburgh), P Cooper (Clapham), Joseph Wilcock (Southampton), and C A Rowley (Yatton).

CORRECT SOLUTIONS OF PROBLEM No. 3818 received from A H H (Ibath), Mark Dawson (Horsforth), J Fowler, Jas. C. Gemmell (Camptown), H Grasset Baldwin (Farnham), G Stillinghill Johnson (Seaford), A R Robinson (Golders Green), Joseph Wilcock (Southampton), and R C Durell (South Woodford).

We give this week a selection of the brevities of the Hastings Chess Congress. Notes in these cases are scarcely necessary.

Game played in Section A of the First Class Tournament, between Messrs. W. J. BERRYMAN and E. STRAAT.

(Ruy Lopez.)

WHITE (Mr. B.)	BLACK (Mr. S.)	WHITE (Mr. W.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th	10. Kt to Q 5th	Castles
2. Kt to K B 3rd	Kt to Q B 3rd	11. Kt takes B (ch)	K to R sq
3. B to Kt 5th	P to Q R 3rd	12. Q to R 5th	P to Q 3rd
4. B to R 4th	Kt to B 3rd	13. Q takes P (ch)	K takes Q
5. Castles	Kt takes P	14. R to R 5th, mate.	
6. K to K sq	Kt to B 4th		
7. Kt to B 3rd	Kt takes B		
8. Kt takes P	Kt takes Kt		
9. R takes Kt (ch)	B to K 2nd		

Black's blunder is, of course, in his 12th move, but he had the inferior position in any case.

Game played in Section B of the First Class Tournament, between Messrs. A. J. SPENCER and W. E. BONWICK.

(Queen's Gambit Declined.)

WHITE (Mr. S.)	BLACK (Mr. B.)	WHITE (Mr. S.)	BLACK (Mr. B.)
1. P to Q 4th	P to Q 4th	7. K to Q sq	B to 7th (ch)
2. P to Q B 4th	B to B 4th		White resigns.
3. Kt to Q B 3rd	P to K 3rd		
4. Q to Kt 3rd	Kt to Q B 3rd		
5. P takes P	P takes P		
6. P to K 3rd	Kt to Kt 5th		

The Hastings Chess Festival was probably as great a success as could possibly be attained under the circumstances, but it undoubtedly suffered by comparison with its farious predecessor of twenty-four years ago. On that occasion an unrivalled gathering of the world's foremost masters shored in a contest whose changing fortunes created an unparalleled interest to the very last moment of play; while this time it was a one-man show, where curiosity was only stirred as to whether his opponents could be fortunate enough to escape defeat by means of a draw. It was something, of course, to have seen Capablanca in action, and to know how our best players fared at his hands; but the conclusion was so foregone in the Major Tournament that expert speculations concerned themselves rather with arranging the order of its tail than that of its head.

In the other competitions there was evidenced a fair and widespread amount of ability, but it cannot be truthfully said that the promise of any genius was forthcoming. Sir George Thomas must be congratulated on the good show he made for England, and he should, unless we are misled by a mere sin of identity of name and rank, a most interesting link with the memory of 1895, for the Lady Thomas who then took the first Ladies' Prize must be surely a close relation. Mr. Yates maintained his reputation by a fine recovery from an unfortunate start, and Mr. Michell put in some sturdy play, but otherwise there was little of note to record. The following are the principal prize-winners: Major Tournament—Capablanca, 1; Koshich, 2; Thomas and Yates, 3. Minor Tournament—E. G. Sergeant, 1; A. Speyer, 2; D. Miller and H. E. Rice, 3. Ladies' Championship—Mrs. Holloway, 1; Mrs. Anderson and Mrs. Roe, 2; Mrs. Solas, 3.

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NEW NOVELS.

"The Four Horsemen of the Apocalypse" (Constable), which Mrs. Jordan has translated vigorously from the Spanish of Ibañez, is a powerful review, in novel form, of the tremendous antagonism of the rival races of Europe in the recent war. Its action moves with a certain grandeur, and the practice of a

old Madariaga's household so strongly shown, that not a few people, we think, will regret the transference of Julio Desnoyers, the grandson whose steps are most closely followed, to Europe. Yet it needed a neutral, surely, to do justice to the methods of German war; and such a book, with such a name on the title-page, must surely carry weight where an English or a French appeal might be dismissed as having prejudice. We wonder if translations of "The Four Horsemen" have been made in Sweden and Holland, to name countries where German propaganda fiction has been circulating briskly for some time. This is not propaganda, but realism; and realism dealing with the invasion of France is the greatest indictment that can be brought against the Prussian war-machine.

its characters are marionettes; its sentimentality is overpowering. The people in it are affected with the artificial mannerisms of melodrama, and practise them with a maddening persistence. They draw themselves up with stern, set faces, and grip their hands; they shudder; they are grim; they make play with their blue eyes; in moments of stress they have faces "of appalling whiteness," or "granite-like composure." The pages are larded thickly with adjectives, and the matrimonial difficulties of the starry-eyed Stella and Everard Monck of the dark, lean, and inscrutable countenance are dizzying in their complication. Yet Mrs. Ethel Dell has written a book that undoubtedly charms the multitude. What is the attraction? Well, perhaps the answer may be that the great majority of human beings are incurable sentimentalists, and do not care a rush for style, or truth, or psychological exactness, so long as they can read a novel containing "Her lips met his upon the words, and in that kiss she gave him all she had. It was the rich bestowal of a woman's full treasury, than which it may be there is nought greater



CHINESE PEACE-REJOICINGS AT PENANG: A CHINESE "RULE BRITANNIA" CAR IN THE PROCESSION

A correspondent writes: "In the anti-Japanese riots which broke out in Penang at the beginning of July, and resulted in the proclamation of Martial Law, there was a great outburst of patriotism among the Chinese. On the celebration of the King and Queen's birthday, and on the occasion of the King and Queen's jubilee, the Chinese were read to the Resident Councillor, and among other things, on an interesting programme was a procession of decorated motor-cars, followed by rejoicing Chinese, from thirty-eight different sections of the town."

disciple of Zola can be seen as well in its human purposes as in its careful examination of detail, and the ambition with which it sets out to lay the broad as well as the intimate personal view of the Franco-German struggle before its audience. The descendants of an Argentinean cattle millionaire are half-French in one family, and half-German in the other; and the war brings the cousins face to face. But, apart from this, the portrait of the eccentric old man—tyrant, dissolute patriarch, peasant, and master of a million acres—is an extraordinary performance. The scenes in the Argentine are so vivid, and

"The Lamp in the Desert." The knack of novel-writing is not to be defined, because a book may lack the things we consider to be essential, and yet possess interest, and attract an enormous and devoted public. Here, for example, is "The Lamp in the Desert" (Hutchinson), by Ethel M. Dell, a romance that is almost certainly selling like hot cakes. Its situations are theatrical;



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on earth." Critics jealous for their country's literary reputation may rage furiously together, but meanwhile the circulating libraries will be besieged by subscribers who yearn for the sugar-plums of "The Lamp in the Desert."

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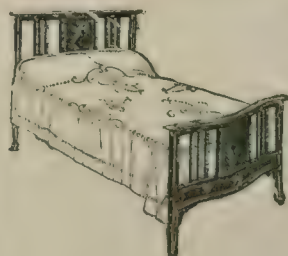
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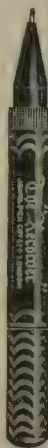
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THE CHRONICLE OF THE CAR.

To Stop Profiteering in Cars.

It is very satisfactory to hear that the Motor Trade Association is taking drastic action to stop profiteering in new cars. There has grown up a

practice among agents and dealers of demanding anything from £100 to £200, or even more, above the manufacturer's list price for early delivery of new models. Needless to say, in the present days of car famine it is easy enough for these gentry to find buyers who will pay the excess over the proper price, and the consequence is that people are beginning to look askance at the whole trade; while the manufacturer gets a bad name in the process, because it is difficult to get the public to believe that he is not a party to the game. However, the M.T.A. seems to be determined to put a stop to it. It has, apparently, taken advice as to whether the Profiteering Act can be held to apply to cars, with a negative result. The car does not fall within the definition of a "commodity in common daily use by the people."

Therefore, the Association has had to devise ways and means of its own, and I am informed that it proposes to inquire carefully into alleged excess charges, and, where it is proved that an agent has obtained more than the maker's list price for a car, he will be placed on the "stop list"—that is to say, no firm which is a member of the Association will supply him with goods, and any other trader supplying him with as much as a sparking-plug will render himself liable to a similar boycott. No more effective action than this is imaginable, and the Association is certainly entitled to the gratitude of the car-purchasing public for its move.

The problem of the quasi-private purchaser who takes delivery of a new car, and immediately tries to sell it as "second-hand, not run 1000 miles," demanding a huge profit on the deal, is a more difficult one to tackle. I do not see how he can be made the subject of a boycott, but something ought to be done if it is at all possible. Incidentally, I have no doubt some of the more unprincipled traders will work round the "stop list" threat.

by employing—or at least leaguering themselves with—the “private” buyer. Still, the number of transactions which can thus be carried through is limited, and I have no doubt the action of the M.T.A. will be productive of endless good results. Why not extend the operation to all proprietary accessories?



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Petrol-Cans.**

A few weeks ago I had a note on the subject of the famine in petrol-cans, and asked that motorists would make a point of returning them as soon as empty. The Shell Company now write me saying that the difficulty in obtaining supplies of the higher grades of motor-spirit which

motorists are so generally experiencing on their tours is altogether due to the shortage of cans. They remind me that the millions of their cans which "did their bit" in the war are even to-day giving good service as roadways, paths, store sheds, and even as peasants' huts in France and Flanders. Owing to this war-depletion of their stocks, the Shell distributors find themselves heavily handicapped, particularly in view of the prevailing shortage of labour and material, and they ask again that motorists should send back their empties promptly. If every motor-owner would make a point of releasing all possible cans each week the situation would be vastly relieved and a normal distribution of high-grade spirit speedily resumed.

The Weight of "Light" Cars.

For a long time I have been of the opinion that the craze for cutting down weights in

the "light" car class is being considerably overdone. I have driven a good many cars of this class, and I can only recollect one that was really satisfactory to drive at any speed on indifferent roads. That car was well on the heavy side for its class, but it did hold the road, and there was never any sensation that it wanted to get off the highway and take to the hedges. The other day I was given a demonstration of a well-known and popular light car in which had been installed a very high efficiency engine—the new r.h.p. Dorman. As an engine demonstration it was highly successful, although it was impossible to show all the motor was capable of, because to have let it full out would have taken the car off the road. The moral seems to me to be that in light car design you cannot have it both ways, and that, for preference, it is not desirable to attempt to scale off the last ounce of weight at the expense of comfort and even of safety. By keeping the weight up to a fair average a certain amount of speed is doubtless sacrificed; but I doubt very much if anything is lost in economy of running. Petrol consumption is not likely to be lighter when the driving wheels are spinning for half the time in the air instead of in contact with the road surface. Obviously, in other circumstances, tyre wear is likely to be even greater than in the case of the heavier car which holds the road more firmly. W. W.

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Neuralgia,
Sciatica,
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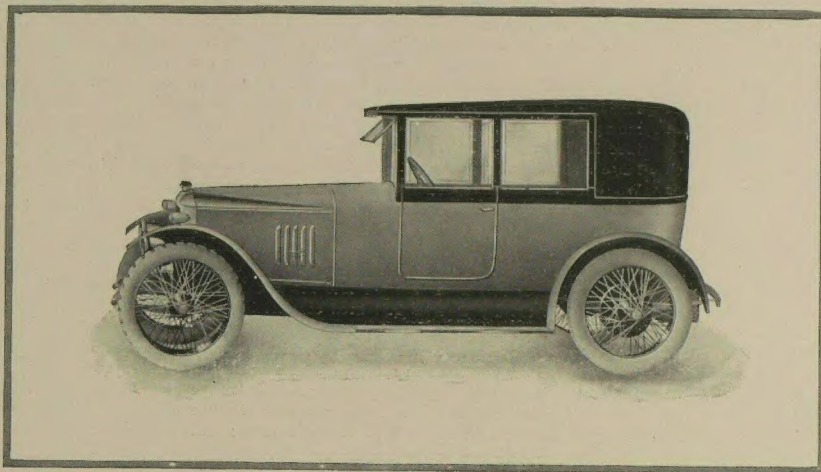


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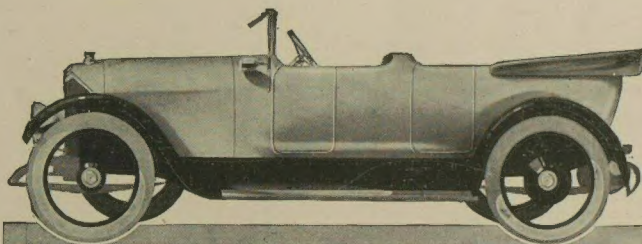
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VISCOUNT FRENCH OF YPRES.

IT is safe to say that, so far, the most interesting book about the Great War is Lord French's volume entitled "1914" (Constable)—most interesting, but yet not wholly authoritative and conclusive. For the Field-Marshal's narrative raises a crop of controversial questions which can only be settled by the publication of full official material, as well as by exercise of the same freedom of speech as he has arrogated to himself by some whose actions he has so severely criticised, but who are meanwhile debarred by their continued position on the active list from replying to his statements and his strictures.

A Hussar by predilection and training, Lord French possesses in a high degree the true cavalry spirit, which is nothing if not aggressive, and thus his narrative throughout is of the cut-and-thrust kind. It suggests having been penned under a sense of great irritation, and is in the nature of an "Apologia pro Vita Sua"—like that of Cardinal Newman—his military life in France, we mean. In general, that feeling of irritation seems to have been created by a conviction that the task imposed upon him, arduous enough in the most favourable circumstances, had been rendered doubly so by official obstruction and interference—"unjust contradiction," as Carlyle would have called it—and want of proper backing in the matter of shells, with regard to which he was reduced to such a

state of exasperation, and even despair, that at last he had to take a newspaper correspondent into his confidence as a means of stirring up the War Office and Government to the realisation of his dire extremity.

But, when all is said and done, it cannot be gainsaid by his least indulgent critics that if Lord French—owing to shell shortage and other causes—did not, because he could not, succeed in "breaking through" the German lines, nevertheless the British Army under his command did, as a matter of fact, prevent the Huns from forcing their way to the Channel ports; and this momentous result alone well entitled the Field-Marshal to take his Peerage title from the tragic city of Ypres, the hinge and fulcrum of all the tremendous fighting on the Western wing.

Bitterness generally results from disillusionment, and on the subject of his disenchantments the Field-Marshal is bravely outspoken. He frankly owns that trench warfare of the kind to which the belligerents settled down on the Aisne and after had never entered into his calculations, and that his cavalry theories had been completely upset by the logic of events. In an introduction to an English version of the Prussian General von Bernhardt's "Cavalry in Future Wars," published in 1906, Sir John French had lauded this work, and prophesied a future for the "arme blanche" as brilliant as its past. In open countries like Mesopotamia and Palestine this proved to be true; but

in France and Flanders it was just all the other way round.

In the autumn of 1911—King George's coronation year, in the spring of which the Kaiser had come over to London for the unveiling of Queen Victoria's Memorial—General French, by special invitation of the Imperial War-Lord, attended the grand army manoeuvres in Germany. "It was an experience I will never forget," writes the Field-Marshal, "and it impressed me enormously with the efficiency and power of the German cavalry. At luncheon his Majesty asked me what I thought of what I had seen in the morning, and told me that the German cavalry was the most perfect in the world; 'but,' he added, 'it is not only the cavalry—the artillery, the infantry, all the arms of the service, are equally efficient. The sword of Germany is sharp; and, if you oppose Germany, you will find how sharp it is.'"

The Field-Marshal's narrative ends abruptly with the spring of 1915, after he had dropped his famous bomb from the air-ship of a friendly war-correspondent on the roof of the War Office, as a last desperate means of protest against his shortage of shells; and, though he retained his command till November of the same year, he says nothing to show whether he then resigned of his own accord, or whether he was invited to exchange his commandship at the front for the Home Command, which he now took up.

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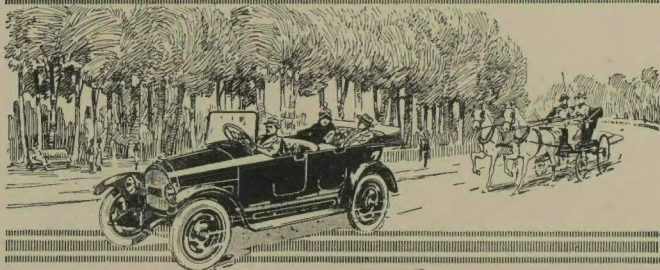


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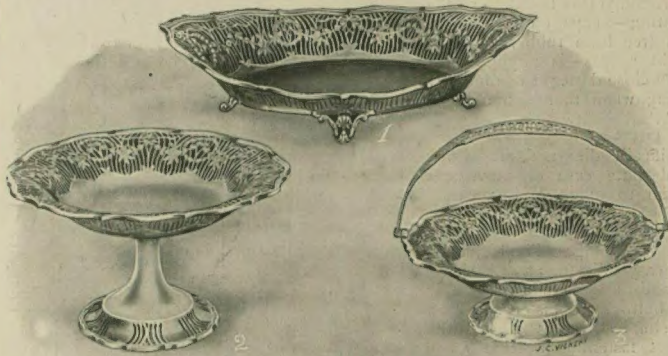
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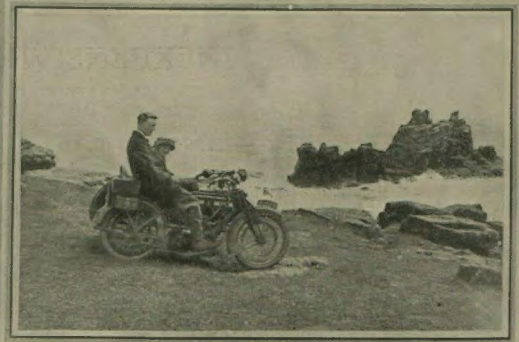
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